

Appendix C  
Section 106

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**APPENDIX C-1**  
**Agency Coordination and Concurrence Letters**

## Missouri Department of Transportation

*Kevin Keith, Director*

573.751.2551  
Fax: 573.751.6555  
1.888.ASK MODOT (275.6636)

January 18, 2013

Mr. Patrick Zollner  
Division Director, Cultural Resources  
Kansas State Historical Society  
6425 S.W. 6<sup>th</sup> Avenue  
Topeka, Kansas 66615-1099

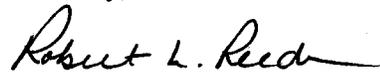
Dear Mr. Zollner:

**Subject:** Design, Route 69, Platte County  
MoDOT Job No. J4P2279B  
Environmental Study for Bridge Improvements to Fairfax Bridge over Missouri River  
Evaluation of Platte Purchase Bridge (A0450)

In conjunction with the Environmental Assessment (EA) for bridge improvements to the Fairfax Bridge (Bridge No. K0456), both it and the adjacent northbound bridge, the Platte Purchase Bridge (A0450) will need Section 106 Review. These companion bridges cross the Missouri River and link Riverside, Missouri and the Fairfax Industrial District in Kansas. The Fairfax Bridge was previously evaluated for its historical significance during Missouri's statewide bridge study which addressed bridges erected before 1951 and is considered eligible for the National Register of Historic Places. Because the Platte Purchase Bridge was constructed in 1957, it was not included in Missouri's study and will need historical evaluation. Both bridges are jointly owned and maintained by Missouri and Kansas; Missouri is the lead state for administrative responsibility of the bridges and also is the lead for the EA project.

We need to identify which state, either the Kansas or Missouri State Historic Preservation Office (SHPO), will have Section 106 jurisdiction for the structures. The Missouri SHPO has offered to serve that role, providing it is agreeable to the Kansas SHPO. Please notify us if this is acceptable to the Kansas SHPO or if it prefers to have jurisdiction of the structures. If you have questions, please contact Toni Prawl at 573.526.3598, or email at: [toni.prawl@modot.mo.gov](mailto:toni.prawl@modot.mo.gov). Thank you.

Sincerely,



Robert L. Reeder  
Historic Preservation Manager

tp

**Copies:** Ms. Sara Parker Pauley-MDNR  
Ms. Raegan Ball-FHWA  
Mr. Kris Norton-KDOT  
Mr. Dennis Heckman-CO-br  
Mr. Charles Pursley-CO-de  
Mr. Dan Niec-KC-ao



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[www.modot.org](http://www.modot.org)

6425 SW 6<sup>th</sup> Avenue  
Topeka, KS 66615



phone: 785-272-8681  
fax: 785-272-8682  
cultural\_resources@kshs.org

Kansas Historical Society

Sam Brownback, Governor  
Jennie Chinn, Executive Director

January 18, 2013

Robert Reeder  
Historic Preservation Manager  
MODOT  
105 West Capitol Ave.  
P.O. Box 270  
Jefferson City, MO 65102

Re: MoDOT Job No. J4P2279B  
Environmental Study for Improvements to Fairfax Bridge over Missouri River  
Evaluation of Platte Purchase Bridge (A0450)

Dear Mr. Reeder:

In response to your letter dated January 18, 2013, the Kansas SHPO agrees that Missouri will be the lead SHPO with regard to the Section 106 process for the above-referenced bridges. Kansas SHPO will retain jurisdiction for properties within Kansas.

We would appreciate receiving copies of the determination of effect, record of mitigation, if any, and any survey data compiled for the bridges. Please submit any comments or questions to Kim Gant at 785-272-8681, ext. 225 or [kgant@kshs.org](mailto:kgant@kshs.org).

Sincerely,

Jennie Chinn  
State Historic Preservation Officer

A handwritten signature in black ink, appearing to read "Patrick Zollner".

Patrick Zollner  
Director, Cultural Resources Division  
Deputy State Historic Preservation Officer

**Missouri Department of Transportation**  
*Kevin Keith, Director*

573.751.2551  
Fax: 573.751.6555  
1.888.ASK MODOT (275.6636)

March 5, 2013

Mr. Mark Miles, Director SHPO  
MDNR/DSP  
P. O. Box 176  
Jefferson City, MO 65102

Dear Mr. Miles:

Subject: Design  
Platte County, Route 69  
Job No. J4P2279B  
Bridge Improvements to Fairfax Bridge over Missouri River  
Section 106 Compliance Report

Please find attached two copies (one paper copy and one .PDF file) of a Section 106 Survey Report detailing the results of cultural resources investigations conducted for the above referenced project. The comprehensive technical report includes cultural resources in Missouri and Kansas and is being submitted to both state historic preservation offices for review of the resources within the jurisdiction of each.

It is the Missouri Department of Transportation's (MoDOT) opinion that two historic properties are located directly in the area of potential effects (APE), Bridge No. K0456, the Fairfax Bridge and Bridge No. A0450, the Platte Purchase Bridge. Additionally, two architectural resources located in Wyandotte County, Kansas adjacent to the APE are considered eligible for listing in the National Register of Historic Places, but will not be affected by the project. We request the concurrence of the State Historic Preservation Office (SHPO) with this finding.

Currently, an Environmental Assessment is underway. Due to the build alternative under consideration, it is anticipated that both historic bridges will be adversely affected and that a Memorandum of Agreement will be necessary; therefore, the MoDOT will seek consultation with the Federal Highway Administration, the Kansas Department of Transportation, the Kansas Historical Society, the Missouri SHPO, the Advisory Council on Historic Preservation, if participating, and any other interested parties to outline the steps needed to mitigate the adverse effect. Should you or any of your staff have any questions, please contact Toni Prawl, MoDOT Senior Historic Preservation Specialist, at [toni.prawl@modot.mo.gov](mailto:toni.prawl@modot.mo.gov) or (573) 526-3598.

Sincerely,



Michael C. Meinkoth  
Historic Preservation Manager

#### Attachments

Copies: Ms. Sara Parker Pauley – MDNR  
Mr. Dan Niec – 4-ao  
Mr. Charles Pursley – CO-de  
Mr. Scott Vogel – KDOT



**Missouri Department of Transportation**  
*Kevin Keith, Director*

573.751.2551  
Fax: 573.751.6555  
1.888.ASK MODOT (275.6636)

March 5, 2013

Ms. Kim Gant, Review & Compliance Coordinator  
Kansas Historical Society  
6425 SW 6<sup>th</sup> Avenue  
Topeka, KS 66615

Dear Ms. Gant:

Subject: Design  
Platte County, Route 69  
Job No. J4P2279B  
Bridge Improvements to Fairfax Bridge over Missouri River  
Section 106 Compliance Report

Please find attached two copies (one paper copy and one .PDF file) of a Section 106 Survey Report detailing the results of cultural resources investigations conducted for the above referenced project. The comprehensive technical report includes cultural resources in Missouri and Kansas and is being submitted to both state historic preservation offices for review of the resources within the jurisdiction of each.

It is the Missouri Department of Transportation's (MoDOT) opinion that two historic properties are located directly in the area of potential effects (APE), Bridge No. K0456, the Fairfax Bridge and Bridge No. A0450, the Platte Purchase Bridge. Additionally, two architectural resources located in Wyandotte County, Kansas adjacent to the APE are considered eligible for listing in the National Register of Historic Places, but will not be affected by the project. We request the concurrence of the State Historic Preservation Office (SHPO) with this finding.

Currently, an Environmental Assessment is underway. Due to the build alternative under consideration, it is anticipated that both historic bridges will be adversely affected and that a Memorandum of Agreement will be necessary; therefore, the MoDOT will seek consultation with the Federal Highway Administration, the Kansas Department of Transportation, the Kansas Historical Society, the Missouri SHPO, the Advisory Council on Historic Preservation, if participating, and any other interested parties to outline the steps needed to mitigate the adverse effect. Should you or any of your staff have any questions, please contact Toni Prawl, MoDOT Senior Historic Preservation Specialist, at [toni.prawl@modot.mo.gov](mailto:toni.prawl@modot.mo.gov) or (573) 526-3598.

Sincerely,



Michael C. Meinkoth  
Historic Preservation Manager

tp

Attachments

Copies: Mr. Scott Vogel – KDOT





Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

## DEPARTMENT OF NATURAL RESOURCES

[www.dnr.mo.gov](http://www.dnr.mo.gov)

March 5, 2013

Michael Meinkoth  
Historic Preservation Manager  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

Re: Route 69, Fairfax and Platte Purchases Bridges over Missouri River, Job No. J4P2279B (FHWA)  
Platte County, Missouri

Dear Mr. Meinkoth:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.O. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

We have reviewed the information provided concerning the above referenced project. We concur with your determination that Bridge No. K0456 (Fairfax) and Bridge No. A0450 (Platte Purchase) are eligible for inclusion in the National Register of Historic Places. We also concur with your determination that the proposed demolition of the Fairfax Bridge will have an **adverse effect** on the historic Fairfax Bridge and on the Platte Purchase Bridge. A Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect for this project will need to be drafted. Final stipulations in the MOA should be determined in consultation with the Federal Highway Administration, the Missouri Department of Transportation, our office, the Advisory Council, if participating, and any other interested parties.

The U.S. Department of Transportation should forward the necessary adequate documentation as described to the Executive Director, Advisory Council on Historic Preservation, The Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, DC 20004. Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (002-PL-13) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

A handwritten signature in cursive script that reads "Mark A. Miles".

Mark A. Miles  
Director and Deputy State  
Historic Preservation Officer

MAM:d

c Raegan Ball, FHWA



6425 SW 6<sup>th</sup> Avenue  
Topeka, KS 66615



phone: 785-272-8681  
fax: 785-272-8682  
cultural\_resources@kshs.org

Kansas Historical Society

Sam Brownback, Governor  
Jennie Chinn, Executive Director

March 7, 2013

Michael C. Meinkoth  
Historic Preservation Manager  
MODOT  
105 West Capitol Ave.  
P.O. Box 270  
Jefferson City, MO. 65102

Re: Fairfax and Platte Purchase Bridge Improvements, US-69 in Wyandotte County, KS and Platte County, MO.  
MODOT Job N. J4P2279B

Dear Mr. Meinkoth:

We have reviewed the materials received March 7, 2013 regarding the above-referenced project in accordance with 36 CFR Part 800. In reviews of this nature, the State Historic Preservation Officer (SHPO) determines whether a federally funded, licensed, or permitted project will have an adverse effect to properties that are listed or determined eligible for listing in the National Register of Historic Places. Our office concurs that the Fairfax (K0456) and the Platte Purchase (A0450) Bridges are eligible for listing in the National Register and that removal of these bridges is considered an adverse effect. We also concur that there are two architectural resources adjacent to the APE that are eligible for the NRHP, but they will not be affected by the proposed project.

The next step in the process is to look for ways to avoid or minimize the adverse effects. Thank you for giving us the opportunity to comment on this proposal. Please submit any comments or questions regarding this review to Kim Gant at 785-272-8681, ext 225 or kgant@kshs.org.

Sincerely,

Jennie Chinn  
State Historic Preservation Officer

Patrick Zollner  
Director, Cultural Resources Division  
Deputy State Historic Preservation Officer

CC: Scott Vogel, KDOT

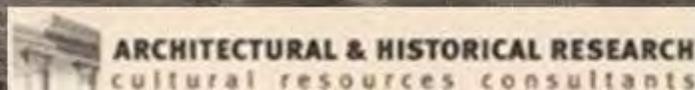
**APPENDIX C-2**  
**Cultural Resources Technical Report**

# U.S. 69 Bridges Over the Missouri River Cultural Resources Technical Report

Platte County, Missouri and Wyandotte County, Kansas

MoDOT Job No. J4P2279B  
KDOT Project No. 169-105 KA-2838-01  
Federal Aid No. NHPP-A2383(801)

February 28, 2013



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## 1.0 INTRODUCTION

The Missouri Department of Transportation (MoDOT), the Kansas Department of Transportation (KDOT), and the Federal Highway Administration (FHWA) are studying alternatives that would improve the transportation infrastructure at the U.S. 69 crossing of the Missouri River while addressing the travel, access, and economic needs within and adjacent to the study area. Two separate bridges span the Missouri River, connecting the Fairfax Industrial District in Kansas City, Kansas on the south with Platte County and the city of Riverside, Missouri on the north. The study area extends from Kindleberger Road in Wyandotte County, Kansas north to I-635 in Platte County, Missouri.

### 1.1 Study Area and APE

For the purposes of this study, the study area is 700 feet wide, extending 500 feet to the west and 200 feet to the east of the centerline between the two bridges as depicted on Figure 1-1. This will allow placement of alternatives that can shift from one side of the existing bridges to the other to accommodate engineering and environmental constraints and allow selection of a least environmentally damaging alternative while maximizing flexibility in engineering.

In addition to these widths, an additional 100 feet on both sides of the study area described above was examined for the **project's** effect on architectural resources due to the proximity of proposed improvements. This area is illustrated between the red dashed and red solid lines of the APE in Figure 1-1. This area of potential effects (APE) for architectural resources may be adjusted by MoDOT in consultation with the Missouri State Historic Preservation Office (SHPO) and Kansas SHPO as the study progresses. Typically, the archaeological APE is limited to the actual construction footprint of the project (i.e., maximum limits of existing and new right-of-way and temporary and permanent easements).



**LEGEND**

- APE
- Argosy Parkway Supplemental Study Areas
- Ceco Steel Supplemental Study Area



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**Figure 1-1  
 APE and  
 Supplemental Study Areas  
 Platte County, Missouri  
 Wyandotte County, Kansas  
 MoDOT**

## 2.0 PREHISTORIC CONTEXT OF THE STUDY AREA

Authors:

Susan Houghton, RPA, Mark Latham, RPA, and John Fulmer, RPA; Burns & McDonnell

Archaeologists generally divide the prehistoric cultural sequence of the Midwest into two pre-ceramic stages and two ceramic stages. These two stages are defined by changes in technology, settlement, and subsistence. The Paleoindian period has been designated as the earliest pre-ceramic stage and dates from 9250 B.C. to 8550 B.C. Following the Paleoindian is the Archaic, which dates from around 7500 B.C. to 600 B.C. The ceramic stages include Woodland, dating from 600 B.C. to A.D. 900, and the Mississippian stage, dating from A.D. 900 to historical contact. Following the prehistoric in the Midwest is the historic stage, which is the beginning of written accounts and is often marked by the identification of European trade items in site assemblages.

Sites from the Paleoindian period are best identified by the presence of particular styles of fluted projectile points along with a variety of scrapers, side scrapers, drills, burins, and expedient tools. Little evidence of Paleoindian occupation has been recorded throughout northern Missouri.<sup>1</sup> The transitional period from Paleoindian to Archaic, referred to as Dalton, was marked by the withdrawal of the massive ice fields to the north, causing a shift in vegetation from mixed boreal forests to vast grasslands. Dalton occupations were typified by chipped stone and bone tools, indicating a distinct adaptation to environmental change and representing an increased exploitation of plant foods and less emphasis on hunting. The Archaic period (Early, Middle, and Late) extended from around 7500 B.C. to 600 B.C. During the Archaic period, many of the previous tool types or forms continued to be used. Ungrooved stone tools, bannerstones, and pendants were newly represented during this period. Bone tools were also important during the Middle Archaic Stage, consisting of antler projectile points, awls, fishhooks, and tortoise shell cups<sup>2</sup>. The most diagnostic artifacts associated with the Middle Archaic Stage are the side-notched projectile points or knives<sup>3</sup>.

Little is known about the Middle Archaic Stage in localities throughout northern Missouri<sup>4</sup>. Investigations in the Salt River valley revealed that Middle Archaic

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<sup>1</sup> Michael J. O'Brien and W.R. Wood, *Prehistory of Missouri*. University of Missouri Press, Columbia; 1998.

<sup>2</sup> James B. Griffin, Observation on Illinois Prehistory in the Late Pleistocene and Early Recent Times. In *The Quaternary of Illinois*, edited by R. E. Bergstrom. Urbana, Illinois; 1968.

<sup>3</sup> Carl H. Chapman, *The Archaeology of Missouri, I*. University of Missouri Press, Columbia, Missouri; 1975.

<sup>4</sup> Ibid.; W.R. Wood et al, The Prehistoric Archaeological Record. In *Holocene Human Adaptations in the Missouri Prairie-Timberlands*, 47-76. *Arkansas Archaeological Survey Research Series* No. 45. *Arkansas Archaeological Survey, Fayetteville*1995; and O'Brien and Wood; 1998.

occupations were much denser than they were during the Early Archaic, but the subsistence was still based on foraging. A residential site (Pigeon Roost Creek) indicated that the occupants were heavily involved in collecting and processing hickory nuts, a common theme in Middle Archaic sites of the Midwest<sup>5</sup>. Late Archaic occupations are marked by further expansion of the toolkits. Population increased dramatically during the Late Archaic in the Midwest. Most archaeologists attribute this population boom to the end of the hypsithermal<sup>6</sup>, resulting in a milder climate<sup>7</sup>. This is a reflection of the more intensive exploitation of local resources, including extensive use of shellfish in settings associated with streams or other water sources and nut collection and processing.

The Woodland Period, dating from 600 B.C. to A.D. 900, is characterized by a trend toward increased sedentism, intensified horticultural activity, expanding regional exchange networks, and the elaboration of ceremonial activities and mortuary practices<sup>8</sup>. Early Woodland occupations in the Midwest are typified by relatively small, short duration camps situated adjacent to specific environmental locales. In Missouri, such as the Big Bend-Lamine region, the area along the Missouri River shows a higher density of sites than areas lacking the bottomland resources of such a major river valley<sup>9</sup>. In the Midwest, the Middle Woodland period is characterized by widespread acceptance of pottery and mound building with the appearance of more permanent villages. This period is also associated with the Hopewellian Interaction Sphere, which is marked by specific design motifs on pottery vessels, "elite" burial mounds, and the exchange of exotic materials<sup>10</sup>. The Hopewellian Interaction Sphere connected distant Middle Woodland groups by a highly developed socio-religious organization<sup>11</sup>. Large regional centers, which exhibit groups of conical shaped burial mounds, were the focal points for Hopewellian activities during this period.

The beginning of the Late Woodland period around A.D. 400 was marked by a reduction in interregional trade, a decrease in the complexity of ceremonial/mortuary practices, and a reduction in the elaborateness of ceramic

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<sup>5</sup> O'Brien and Wood, 1998

<sup>6</sup> The period about 4000 to 8000 years ago when the Earth was apparently several degrees warmer than it is now. More rainfall occurred in most of the subtropical desert regions and less in the central Midwest United States.

<sup>7</sup> Ibid.

<sup>8</sup> Griffin, 1968; O'Brien and Wood, 1998

<sup>9</sup> Emerson and Fortier, 1986

<sup>10</sup> Joseph R. Caldwell, Trend and Tradition in the Prehistory of the Eastern United States. In *American Anthropology Association Memoir 88*. Scientific Papers Volume X. Illinois State Museum, Springfield, Illinois; 1958.

<sup>11</sup> S. Struever, The Hopewellian Interaction Sphere in Riverine-Western Great Lakes Culture History. In *Hopewellian Studies*, edited by J.R. Caldwell and R.L. Hall, pp. 87-106. Scientific Papers No. 12. Illinois State Museum, Springfield; 1964.

decoration. Base camps were now not only found in bluff-base and river bottomland locations, but in the valleys of smaller streams and uplands. Hunting and gathering was generally the basis of the economy and was supplemented by horticulture. Around A.D. 750 to 850 corn, squash and beans became important cultigens. Continuity with the preceding Middle Woodland period is reflected in a subsistence base that involved the utilization of terrestrial and riverine species, nuts, and cultivated plants. Settlements tended to be small and located in a variety of ecological zones<sup>12</sup>.

The Mississippian period in Missouri is traditionally divided into Early Mississippian (A.D. 900—1200), Middle Mississippian (A.D. 1200—1400) and Late Mississippian (A.D. 1400—1541). In many parts of Missouri, the Mississippian culture was adopted very late or in some instances not at all. In northwestern Missouri, **“Mississippian” lifestyles were never adopted.** Cultures in this region might properly be considered part of the Plains tradition, as they are far more similar to cultures of the Plains than they are to cultures in the eastern woodlands. For these reasons, please remember that all statements made in this section (and previous sections as well) are of an extremely general nature and represent gross simplifications of the archaeological record.

Artifacts diagnostic of the Mississippian period include shell-tempered pottery, finely-made Madison and Cahokia arrow points, and farming implements, including bifacial chipped stone hoes commonly made of chert from the Mill Creek quarries in southern Union County, Illinois<sup>13</sup>.

Numerous Mississippian habitation sites have been recorded in central Missouri. Many of the recorded sites are typically found on terraces of streams and little is known about upland sites in the region<sup>14</sup>.

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<sup>12</sup> M. Conner, Site Structure and Function. In: *The Hill Creek Homestead and the Late Mississippian Settlement in the Lower Illinois Valley*. Edited by M. Conner, pp. 198-221. Center for American Archaeology, Kampsville; 1985.

<sup>13</sup> C.R. Cobb, One Hundred Years of Investigation at the Linn Site in Southern Illinois. *Illinois Archaeology* 3: (1)56-76; 1991.

<sup>14</sup> Robert L. Reeder et al. Investigations in the Lower Perche-Hinkson Drainage. *Publications in Archaeology*, American Archaeology Division, Department of Anthropology, University of Missouri-Columbia, Number 1; 1983.

### 3.0 HISTORICAL CONTEXT

Author:

Cydney Millstein; Architectural & Historical Research, LLC

#### 3.1 Platte County, Missouri

Prior to the Platte Purchase of 1836, the region that is now Platte County, Missouri was inhabited by members of several Native American tribes including the Iowas, the Sacs and Foxes, and for a short time in 1835, the Pottawattamie. Beginning early in 1835, white settlers began moving into the territory, encroaching on Indian land as they moved westward from Clay County, Missouri. A treaty with the government, signed at Fort Leavenworth, Kansas in September 1836, effectively removed the tribes to land southwest of the Missouri River.<sup>15</sup>

The population had increased sufficiently by 1838 resulting in the establishment of Platte County, which incorporated on December 31, 1838. The county was divided into townships in November 1872. The following map (Figure 3-1) is a detailed illustration of part of Township 50N, Range 33E, in which the project in Missouri is located.<sup>16</sup>



**Figure 3-1: Edwards Brothers, Historical Atlas of Platte County, Missouri, Philadelphia: Edwards Brothers of Missouri, 1877.**

<sup>15</sup> W. M. Paxton, *Annals of Platte County, Missouri* (Kansas City: Hudson-Kimberly Publishing Co., 1897), 14-20. Online accessed January 2013,

<http://archive.org/stream/annalsofplatteco00paxt#page/17/mode/1up>

<sup>16</sup> Edwards Brothers, *Historical Atlas of Platte County, Missouri*, Philadelphia: Edwards Brothers of Missouri, 1877. Missouri Digital Heritage, online accessed January 2013.

<http://cdm.sos.mo.gov/cdm4/document.php?CISOROOT=/moco/plats&CISOPTR=2248&REC=4>

### 3.2 Wyandotte County, Kansas

The history of the area, now known as Fairfax Industrial District, includes a diverse spectrum of people, events, and geophysical influences that were instrumental to the development of the region. To this end, the history is a complex web of varying facets, not necessarily related, yet in total affecting the development of the area. In order to cover all of the significant cultural themes found in this area, it is necessary to present individuated histories by subject rather than in linear format.

Briefly, written histories recording the first explorations of the region can be traced back to the Spanish explorer, Coronado, and his conquistadors as early as 1541. In 1673, Father Pierre Marquette, a French Jesuit missionary, was exploring the resources of the Mississippi River. He was the first to discover the mouth of the Missouri River as it flowed into the Mississippi. While Marquette concentrated his exploration of the Mississippi, other explorers, including fur traders, fortune seeking **adventurers, as well as other missionaries, relied on Marquette's writings to** advance their own efforts.<sup>17</sup>

During the late 17<sup>th</sup> century, Father Louis Hennepin, a Franciscan missionary working among the Indians of the Missouri Valley, recorded his travels and interactions with the indigenous tribes of the region.<sup>18</sup> Hennepin kept detailed journals of his encounters eventually producing a map of his travels (Figure 3-2).<sup>19</sup> Years later, Johann Baptist Homann, a student of the famous geographer and map maker Matthew Seutter, published what is accepted as the first accurate map of the region. **The "Seutter Map of the Province of Louisiana," includes details of the Missouri River that were taken from Father Hennepin's earlier journals** (Figure 3-3).<sup>20</sup> A copy of a portion of the Seutter map that details the region at the confluence of the Missouri and Kansas Rivers was republished in a historic journal (Figure 3-4).<sup>21</sup>

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<sup>17</sup> "Introduction," *Polk City Directory: Kansas City, Kansas*, (Kansas City: Gates Publishing, 1945), 10-13.

<sup>18</sup> Perl Wilbur Morgan, *History of Wyandotte County, Kansas: and its people*, Volume 1 (Chicago: Lewis Publishing Co., 1911), 4.

<sup>19</sup> Father Louis Hennepin, *A Map of a Large Country Newly Discovered in the Northern America c. 1687-1698*, Large Maps: Misc and Historical, #44, Missouri Valley Room, Kansas City Public Library, Kansas City, Missouri. Available online: [http://www.kchistory.org/cdm4/item\\_viewer.php?CISOROOT=/Maps&CISOPTR=1540&CISOBX=1&REC=1](http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=/Maps&CISOPTR=1540&CISOBX=1&REC=1)

<sup>20</sup> Johann Baptist Homann, *Amplissima Regionis Mississipi seu Provinciae Ludoviciana*, c. 1723-93, Missouri Valley Room, Kansas City Public Library, Kansas City Missouri, Available online: [http://www.kchistory.org/cdm4/item\\_viewer.php?CISOROOT=/Maps&CISOPTR=1489&CISOBX=1&REC=2](http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=/Maps&CISOPTR=1489&CISOBX=1&REC=2)

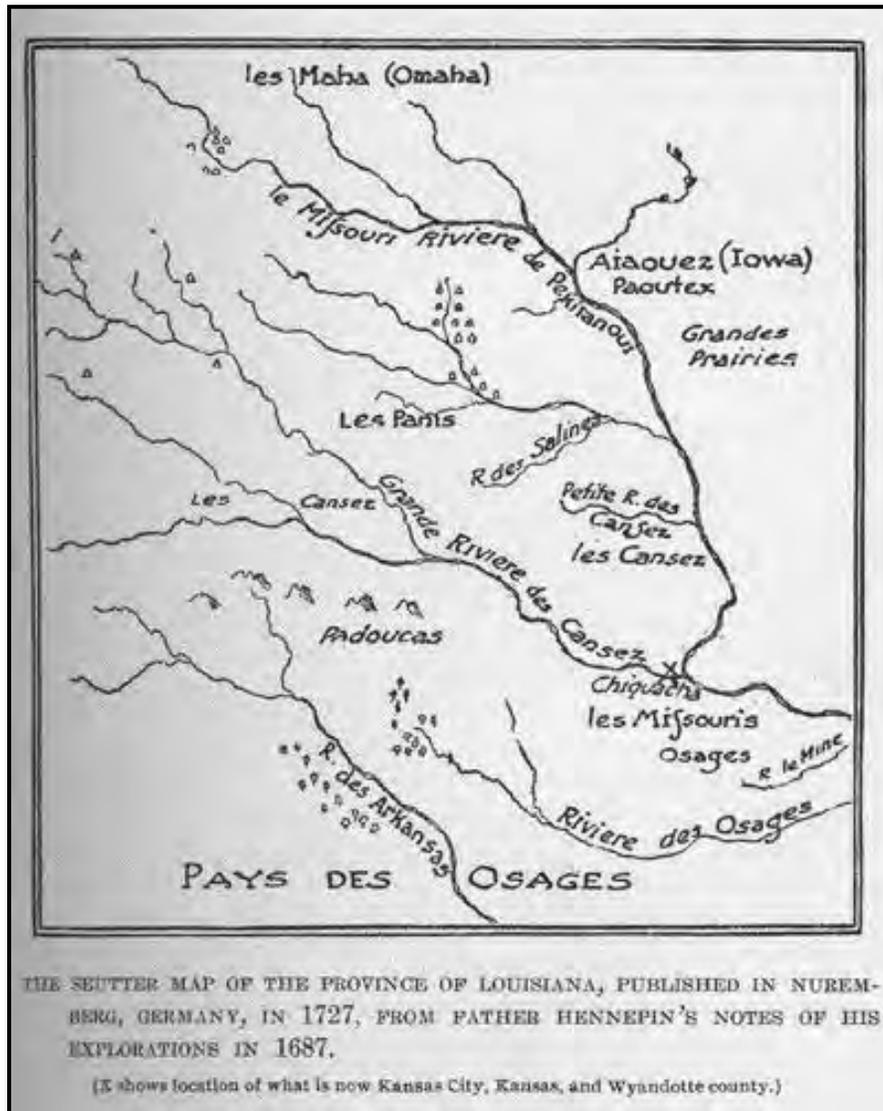
<sup>21</sup> Perl W. Morgan *ed.*, *History of Wyandotte County Kansas and its people* (Chicago, The Lewis Publishing Company, 1911). Online, accessed January 2013. <http://skyways.lib.ks.us/genweb/archives/wyandott/history/1911/volume1/1.html#000405>



**Figure 3-2: Map by Father Louis Hennepin, c. 1687-1698**



**Figure 3-3: Seutter Map of the Province of Louisiana c. 1723-1793**



**Figure 3-4: Marked reprint of the Seutter map, showing the location of Kansas City, Kansas denoted by an x, at the confluence of the Grande Riviere des Cansez (Kansas/Kaw) and le Missouri Riviere (Missouri River)**

Western Expansion was inevitable after the Louisiana Purchase of 1804. The journals and reports from the Lewis and Clark Expedition described wide open territory with plains, forests and mountains, all rich in natural resources, which added to the interest and eventual migration of white settlers. Subsequently, this led to the relocation of many Native American tribes whose hunting grounds and farm lands were encroached upon as white migration moved westward. Numerous treaties were made between the United States and Native American tribes in the following years.<sup>22</sup>

<sup>22</sup> Introduction, *Polk City Directory, 1945*, (Kansas City: Gates Publishing Co, 1945), 11

### 3.3 Wyandott and Delaware Nations<sup>23</sup>

The Territory of Kansas and Nebraska was home to numerous tribes in 1850 that had been granted reservation land that was managed by the Indian Bureau of the United States Government. In addition to the Delaware and Wyandot Nations, there were Kickapoo, Pottawattamie, Shawnee, Peoria, Sacs and Foxes and many other nations that occupied government-assigned regions located west of the Missouri River.

#### 3.3.1 Removal of the Wyandott from the Ohio River Valley

The government relocation of Native Americans during the 19<sup>th</sup> century was part of the growth pattern as white settlers migrated westward. The history of the **Wyandot Nation, "Wendats," whose ancestral name was changed by the French and later the British, to eventually become known as the Wyandot Nation, originated in an area known as Wendake (called Huronia by the French) and was the homeland of the Wyandot/Huron occupying a fairly compact area of central Ontario. In 1650, the Iroquois nation caused a dispersal of the Wyandotts, who then roamed as refugees throughout Wisconsin, Minnesota and upper Michigan before finally settling in the Ohio Valley in 1701.**<sup>24</sup>

As early as 1831, the United States began looking for ways to persuade the Wyandott Indians to exchange the lands, then held in Ohio, for lands in the territorial area west of the Missouri River.<sup>25</sup> The Wyandotts remained in Ohio until the 1840s when they were removed by the government from what had become their homeland for nearly 150-years at the urging of white settlers who wanted the rich farmland of the Ohio River Valley.

Prior to Kansas Statehood in 1861, four important treaties were made between the United States and the Wyandott that would impact the land and its use in Wyandotte County, Kansas for decades to follow. The first Treaty of 1842 removed the Wyandott Nation from their homes in Ohio and Michigan, stipulating only certain monetary compensation without naming the actual region for their relocation. The Treaty opened thusly:

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<sup>23</sup> The spelling of the proper name of the Native Americans of Wyandotte County Kansas while still in Canada through 1701 is Wendats. It was changed by the English to Wyandot and after the Nation came under the control of the United States a second t was added to become Wyandott. After 1865, the spelling changed to Wyandotte to refer to the County and City but appears to have remained Wyandott when referring to the Nation. Currently both Wyandott and Wyandotte are used. See [www.Wyandotte-Nation.org](http://www.Wyandotte-Nation.org) and [www.wyandot.org](http://www.wyandot.org)

<sup>24</sup> Wyandott Nation, Online, "Treaty of 1842," Accessed January 2013, <http://www.Wyandotte-nation.org/culture/treaties/treaty-of-1842/>

<sup>25</sup> J. Orin Oliphant, "The Report of the Wyandot Exploring Delegation," *Kansas Historical Quarterly* August 1947, 248-262. Online, accessed, January 2013. <http://www.kshs.org/p/kansas-historical-quarterly-the-report-of-the-wyandot-exploring-delegation/13064>

John Tyler, President of the United States of America, by John Johnston, formerly agent for Indian affairs, now a citizen of the State of Ohio, commissioner duly authorized and appointed to treat with the Wyandot Nation of Indians for a cession of all their lands lying and being in the States of Ohio and Michigan; and the duly constituted chiefs, counsellors, and head-men, of the said Wyandot Nation, in full council assembled, on the other part, have entered into the following articles and conditions...<sup>26</sup>

The treaty further outlined the compensation for Wyandott removal as described in the first three Articles, of which there were eighteen in total: Article I states that the Wyandott Nation was to cede 109,044 acres in Ohio, and 4,996 acres in Michigan to which the United States was to pay the sum of \$500 towards the expense of removing the Indians; Article II stated that the government was to give the Wyandott Nation 148,000 acres in the land west of the Mississippi; Article III stated that the United States agreed to pay the Wyandott Nation, in a perpetual annuity, \$17, 500 to aid in the speedy removal to their new homeland in the west.<sup>27</sup>

The remaining articles of the treaty provided the tribe with compensation for all improvements made to the properties they ceded, while the others addressed debt forgiveness, land rights, allocation of acreage in the new territory, allocation of compensation to specific tribal members in the form of land grants and annuity payments.<sup>28</sup> However, at the time of this treaty, the United States had not allocated the land described within the articles, nor had they compensated the Wyandotts for the improvements on the ceded properties in Ohio, nor would they complete many of the other promises made to the Wyandott in the Treaty of 1842.<sup>29</sup>

### **3.3.1.1 Delaware Nation Sells 23,000 Acres of Land to the Wyandott Nation**

The second treaty was the Treaty of 1843. The United States had not acted in providing sufficient land for the Wyandots relocation. As a result, the Wyandot Nation made an agreement with the Delaware Nation, already in possession of large tracts of land in the Kansas Territory, to purchase a section of Delaware land that was located north of the Kansas River, extending north to the southern shore of the Missouri and westward to what is now 72<sup>nd</sup> Street. The Delaware found this land

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<sup>26</sup> Wyandott Nation, Online, "Treaty of 1842," Accessed January 2013, <http://www.Wyandotte-nation.org/culture/treaties/treaty-of-1842/>

<sup>27</sup> Ibid.

<sup>28</sup> Ibid.

<sup>29</sup> Ibid. See also: Larry Hancks, "The Wyandot Floats and the Wyandot Allotments," *Historical Journal of Wyandotte County* Vol.1 No.11, 2003. It is important to mention that not all of the members of the Wyandot moved from Ohio. When this happened, the member who remained behind ceased being a member of the Wyandot Nation and for all purpose, was then a citizen of the United States thereby relinquishing all rights, as well as obligations, to the Wyandot Nation.

unsuitable for their needs but the terrain, soil and river frontage was similar to the land along the Ohio River that had previously been home to the Wyandots.<sup>30</sup>

The sale that was made with the Delawares was for the purchase of thirty-six parcels of land containing 640 acres each, roughly 23,000 acres total. The Wyandot paid a sum of \$46,080 to the Delaware Nation over an eleven year period of time. The agreement between the Delawares and Wyandots was recorded in the following document:

**AGREEMENT WITH THE DELAWARES AND WYANDOT {1843, Dec. 14}  
9 Stat., 337.**

Ratified July 25, 1848, with the proviso: That the Wyandot Indian Nation shall take no better right or interest in and to said lands than is now vested in the Delaware Nation of Indians. Agreement between the Delaware and Wyandot nations of Indians concluded on the 14th day of December, 1843.

Whereas from a long and intimate acquaintance, and the ardent friendship which has for a great many years existed between the Delawares and Wyandots and from a mutual desire that the same feeling shall continue and be more strengthened by becoming near neighbors to each other; therefore the said parties, the Delawares on one side, and the Wyandots on the other, in full council assembled, have agreed, and do agree, to the following stipulations, to Wit:-

**ARTICLE 1.** The Delaware nation of Indians, residing between the Missouri and Kansas rivers, being very anxious to have their uncles, the Wyandots, to settle and reside near them, do hereby donate, grant and quitclaim forever, to the Wyandot nation, three sections of land, containing six hundred and forty acres each, lying and being situated at the point of the junction of the Missouri and Kansas Rivers.

**ARTICLE 2.** The Delaware chiefs, for themselves, and by the unanimous consent of their people; do hereby cede, grant, quitclaim to the Wyandot nation and their heirs forever, thirty-six sections of land, each containing six hundred and forty acres, situated between the aforesaid Missouri and Kansas rivers, and adjoining on the west the aforesaid three donated sections, making in all thirty-nine sections of land, bounded as follows, viz:: Commencing at the point at the junction of the aforesaid Missouri and Kansas rivers, running west along the Kansas river sufficiently far to include the aforesaid thirty-nine sections: thence running north to the Missouri river; thence down the said river with its meanders to the place of beginning; to be surveyed in as near a square form as the rivers and territory ceded will admit of.

**ARTICLE 3.** In consideration of the foregoing donation and cession of land, the Wyandot chiefs bind themselves, successors in office, and their people to pay to the Delaware nation of Indians, forty-six thousand and eighty dollars, as follows, viz: six thousand and eighty dollars to be paid the year eighteen hundred and forty-four, and four thousand dollars annually thereafter for ten years.

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<sup>30</sup> Ibid.

ARTICLE 4. It is hereby distinctly understood, between the contracting parties, that the aforesaid agreement shall not be binding or obligatory until the President of the United States shall have approved the same and caused it to be recorded in the War Department. In testimony whereof, we, the chiefs and headmen of the Delaware nation, and the chiefs and headmen of the Wyandot nation, have, this fourteenth day of December, eighteen hundred and forty-three, set our signatures.

Delaware chiefs:

Nah-koo-mer, his x mark.  
 Captain Ketchum, his x mark.  
 Captain Suavec, his x mark,  
 Jackenduthen, his x mark.  
 San-kock-sa, his x mark.  
 Cock-i-to-wa, his x mark,  
 Sa-sar-sit-tona, his x mark,  
 Pemp-scah, his x mark,  
 Nah-que-non, his x mark,

Wyandots:

Henry Jacquis, his x mark.  
 James Washington, his x mark  
 Matthew Peacock, his x mark.  
 James Bigtree, his x mark.  
 George Armstrong, his x mark.  
 Tan-roo-mie, his x mark.  
 T. A. Hicks.

Signed in open council in presence of Jonathan Phillips, Sub-agent for the Wyandots. Richard W. Cummins, Indian Agent. James M. Simpson. Charles Graham. Joel Walker, Secretary of the Wyandot Council. Henry Tiblow, Indian interpreter, Delaware." [1049]<sup>31</sup>

For more than a decade prior to 1850, white settlers migrated into reservation lands that had been granted to numerous Native American tribes. The *Eastman Map*, c. 1854-56 (Figure 3-5), illustrates the Indian reservations, west of the Missouri River, as they existed after the passage of the Kansas-Nebraska Act of 1854, which had officially opened the reservations to white settlement.

<sup>31</sup> Charles J. Kappler, LLM. editor, Clerk to the Senate Committee on Indian Affairs, "Treaty of 1843," *Indian Affairs. Laws and Treaties*. Vol. II. (Treaties.). Washington: Government Printing Office. 1904. Online, Accessed, January 2013. <http://www.Wyandott.org/treaty15.htm>



**Figure 3-5: Section of 1854 Eastman Map showing the location of the various Indian reservations.**

The Kansas-Nebraska Act is summarized as follows:

With the passage of the Kansas-Nebraska Act in 1854, the former Indian Territory was opened to white settlement, and the government looked for ways to relocate the native tribes who had made their homes in Kansas. To create more land for white settlement, George Manypenny, the Commissioner of Indian Affairs, negotiated treaties with Indian tribes that ceded much of the Indians' lands to the government. This land could then be sold to white emigrants. Naturally, these events helped to exacerbate existing tensions between settlers and Native Americans, contributing to the Indian Wars that occupied the U.S. Army during and after the American Civil War.<sup>32</sup>

By 1855, the land in Ohio, formerly owned by the Wyandot Nation, had been allotted and sold to white interests without the Wyandot receiving proper compensation as promised in the 1842 treaty. In addition, the westward migration of white settlers continued with force into the 1850s and Native Americans began feeling the push of white migration once again. By this time, the Wyandott had been settled into their new homeland for nearly a decade and many did not wish to be removed again.

The Treaty of 1850, as negotiated between the United States and the Wyandot, compensated the Wyandotts for damages suffered from the loss of their lands in 1842 and included monetary compensation for the recovery of the monies that the

<sup>32</sup> Kanas Memory, Online, Eastman's map of Kansas and Nebraska territories showing the location of the Indian reserves according to the treaties of 1854  
<http://www.kansasmemory.org/item/209786/page/1>

Wyandott used to purchase the 23,000 acres of land from the Delaware Nation in 1843.<sup>33</sup> This treaty was also a step towards addressing and correcting the 640 acre floats, a land grant not tied to any specific location, that had been promised to each grantee (usually by family household) within the tribe in 1842.

TREATY WITH THE WYANDOT {1850, Apr. 1}

9 Stat., 987.

Ratified Sept. 24, 1850.

Proclaimed Sept. 30, 1850.

Articles of a convention concluded in the city of Washington, this first day of April, one thousand eight hundred and fifty, by and between Ardavan S. Loughery, commissioner especially appointed by the President of the United States, and the undersigned head chief and deputies of the Wyandot tribe of Indians, duly authorized and empowered to act for their tribe.

WHEREAS, By the treaty of March 17, 1842, between the United States and the Wyandot nation of Indians, then chiefly residing within the limits of the State of Ohio, the said nation of Indians agreed to sell and transfer, and did thereby sell and transfer, to the United States their reservations of land, one hundred and nine thousand acres of which was in the State of Ohio, and Six thousand acres were in the State of Michigan, and to remove to the west of the Mississippi River: And whereas, among other stipulations it was agreed that the United States should convey to said Indians a tract of country for their permanent settlement in the Indian territory west of the Mississippi River, to contain one hundred an (and) forty-eight thousand acres of land: And whereas, The said Indians never did receive the said one hundred and forty-eight thousand acres of land from the United States, but were forced to purchase lands from the Delaware nation of Indians, which purchase was agreed to and ratified by the United States: Now, in order to settle the claim of the Wyandot tribe of Indians to said land, the United States having appointed A. S. Loughery a commissioner on their part, who, with the undersigned delegates from the Wyandot nation, have agreed to the following treaty;<sup>34</sup>

Two articles, summarized as follows, were part of the Treaty of 1850 showing the government willingness to make restitution for not following through with the provisions of the Treaty of 1842.

Article I. The United States would . . . release, relinquish, and give up all claim to the said one hundred and forty-eight thousand acres of land agreed to be assigned [to the Wyandot] and given to them by the treaty of March 17, 1842, hereby stipulate and agree to pay to the said Wyandot tribe of Indians the sum of one hundred and eighty-five thousand dollars, being at and after the rate of one dollar and twenty-five cents per acre. . . Article II. All the reasonable expenses attending the negotiation of this treaty, including a reasonable allowance for the expenses of the delegation, signers hereto, in coming to Washington,

<sup>33</sup> Wyandotte Nation of Kansas, "Treaties: Treaty of 1850," Online, accessed January 2013. <http://www.wyandot.org/wytr1850.htm>

<sup>34</sup> Larry Hancks, "The Wyandot Floats and the Wyandot Allotments," *Historical Journal of Wyandotte County* Vol.1 No.11, 2003. 461.

whilst here on the business connected herewith, and in returning to their nation, shall be defrayed by the United States.<sup>35</sup>

Although this treaty addressed the unfulfilled promises that were left hanging from 1842, the Wyandots still had no recourse in the sale of the lands granted to them by the United States, as the government intent was that of controlling the movement of tribal nations. The Wyandots continued to negotiate with the government to find a final resolution. In February 1855, negotiations between the United States and the Wyandot resulted in the Treaty of 1855 that was ratified on March 1, of the same year.<sup>36</sup>

Basically, this treaty eventually and effectively released the Wyandot from being wards of the United States government. Wyandots who rejected the idea of being relocated to reservation lands, still further west, were granted U. S. citizenship and thereby received an allotment of titled property for each individual tribal member and issued from within the original Wyandotte Purchase. Due to the complexity of this treaty, the opening statement and first article are included to wit:

TREATY OF WASHINGTON D.C. WITH THE WYANDOT ON JANUARY 31, 1855  
10 Stat., 1159.  
Ratified Feb. 20, 1855.  
Proclaimed Mar. 1, 1855.

Articles of agreement and convention made and concluded at the city of Washington on the thirty-first day of January, one thousand eight hundred and fifty-five, by George W. Manypenny, as commissioner on the part of the United States, and the following-named chiefs and delegates of the Wyandott tribe of Indians, viz: Tan-roo-mee, Matthew Mudeator, John Hicks, Silas Armstrong, George J. Clark, and Joel Walker, they being thereto duly authorized by said tribe.

ARTICLE 1. The Wyandott Indians having become sufficiently advanced in civilization, and being desirous of becoming citizens; it is hereby agreed and stipulated, that their organization, and their relations with the United States as an Indian tribe shall be dissolved and terminated on the ratification of this agreement, except so far as the further and temporary continuance of the same may be necessary in the execution of some of the stipulations herein; and from and after the date of such ratification, the said Wyandott Indians, and each and every of them, except as hereinafter provided, shall be deemed, and are hereby declared, to be citizens of the United States, to all intents and purposes; and shall be entitled to all the rights, privileges, and immunities of such citizens; and shall in all respects be subject to the laws of the United States, and of the Territory of Kansas in the same manner as other citizens of said Territory; and the jurisdiction of the United States and of said Territory, shall be extended over the Wyandott country in the same manner as over other parts of said Territory. But such of the said Indians as may so desire and make

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<sup>35</sup> Wyandotte Nation of Kansas, "Treaties: Treaty of 1850."

<sup>36</sup> Charles J. Kappler, LLM. editor, Clerk to the Senate Committee on Indian Affairs, "Treaty of 1855," *Indian Affairs. Laws and Treaties*. Vol. II. (Treaties.). Washington: Government Printing Office. 1904. Online, accessed January 2013, <http://www.wyandot.org/treaty27.htm>

application accordingly, to the commissioners hereinafter provided for, shall be exempt from the immediate-operation of the preceding provisions, extending citizenship to the Wyandott Indians, and shall have continued to them the assistance and protection of the United States, and an Indian agent in their vicinity, for such a limited period or periods of time, according to the circumstances of the case, as shall be determined by the Commissioner of Indian Affairs; and on the expiration of such period or periods, the said exemption, protection, and assistance shall cease; and said persons shall then, also, become citizens of the United States, with all the rights and privileges, and subject to the obligations, above stated and defined.<sup>37</sup>

### 3.3.2 Wyandot Allotments

Wyandot Allotments and the dissolution of the Wyandot Nation were the major outcomes of the Treaty of 1855. The complex nature of how the land was divided between tribal members has generated much confusion over the following decades. **Wyandott Allotments were a “. . . mechanism set up by which the Wyandots were able to obtain individual legal title to the lands of the Wyandott Purchase, which they already owned as a tribe.”<sup>38</sup>** The legal term for individual ownership of property previously owned as a tribe is “severalty,” as in, being severed from the whole.

After 1850, the Wyandots had been in negotiation with the government asking for severalty of property rights, as well as U. S. citizenship. The Treaty of 1855 did both. In Article II of the treaty, the land of the Wyandotte Purchase was ceded to the U.S. Government, only as a procedural matter to insure legality, for the purpose of being surveyed and divided into allotments.<sup>39</sup> The patents of title to the allotments, covering nearly all of the property located in the 39 square miles of the Wyandot Purchase, were then issued by the government back to the individual Wyandot tribal members who were then citizens of the United States.<sup>40</sup>

Two of three Wyandot Commissioners were appointed by the Wyandot Tribal Council to oversee the division and assignment of allotments; these were John C. McCoy and Lot Coffman, both experienced surveyors. The third commissioner, Benjamin F. Robinson, a Delaware Indian Agent, was appointed by the government. It took the commissioners nearly four years to complete the surveys and schedules.

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<sup>37</sup> Ibid.

<sup>38</sup> Larry Hancks, “The Wyandot Floats and the Wyandot Allotments,” *Historical Journal of Wyandotte County* Vol.1 No.11, 2003. 461-463. There were four allotments that did not go to tribal members, one being the Huron cemetery which remained government property, as covered in the treaty in Article 3. These four allotments are located outside of the APE.

<sup>39</sup> Wyandotte Nation, *Map Showing Allotments to the Wyandotte Reservation Treaty of 1855*, Tribal Heritage Web Site, Online accessed January 2013

<sup>40</sup> *Ibid*, 463.

On February 22, 1859 they finally issued the treaty roll, allotment schedule and plat of allotments. The following map illustrates the results of the survey (Figure 3-6).<sup>41</sup>



**Figure 3-6: Map Showing Allotments to the *Wyandotte Reservation Treaty of 1855*.**

At the time the allotments were issued, there were 555 Wyandots, which included the spouses and children of the heads of household. To this end, a total of 285 allotments were issued. Although each member was granted allotments of like value, the allotments could vary in size according to family size and presence of property improvements. The smallest allotment of 18.60 acres (Allotment No. 8), with improvements, went to Tobitha Armstrong, the eldest daughter of Silas Armstrong. She eventually sold her property to the Wyandot City Company. The largest was 120 acres (Allotment No. 209) belonging to Harley Coon, under a

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<sup>41</sup> Ibid.

guardianship provision, and located on the western edge of the Wyandott Purchase and most likely on rough terrain and largely scrub land.<sup>42</sup>

Another consideration in the assignment of allotments was that of the extended family members where allotments could be large. In the case of the Armstrong family, who at that time had seven minor children, were entitled to 295.50 acres which was broken into three separate parcels, rather than assigned in one contiguous piece. Of the three parcels, the third of 55.50 acres was a large portion of land that formed the core of Wyandott City when it incorporated in 1858.

Once the initial distribution of land was completed, property transfers often occurred between the Wyandots. While many of these transactions were legally processed and documented, many were not. Wyandot Allotments were identified for quadrants located within Sections 27 and 28 of Township 10 S and Range 25 East (see Figure 7). The acreage initially granted is included. The legal documents, transferring ownership from the US government to the individual Wyandots, were signed on September 1, 1859, four years following the treaty.

- Allotment No. 42: Margaret Charloe, NW ¼ of Sec. 27, T10 R25, 64 acres.
- Allotment No. 59: Mary Curlyhead, SW ¼ of Sec. 27, T10, R25, 81.9 acres.
- Allotment No. 90: James Hicks, SE Corner Sec. 28 T10 R25, 63.75 acres.
- Allotment No. 91: Betty Hicks, SE ¼ of Sec. 28, T10, R25, 58 acres.
- Allotment No. 92: Francis Hicks, SW ¼ of Sec. 28 T10, R25, 71 acres.
- Allotment No. 146: Splitlog, NE ¼ of Sec. 28, T10, R25, north to the south bank of Missouri River, 113.5 acres.
- Allotment No. 235: Mary D. Williams, NW ¼ of NE ¼ of Sec. 28, T10, R25, 55 acres.
- Allotment No. 234: Sarah D. Williams, SE corner of NE ¼ of Sec. 28 T10, R25, north to the south bank of the Missouri River, 58 acres.<sup>43</sup>

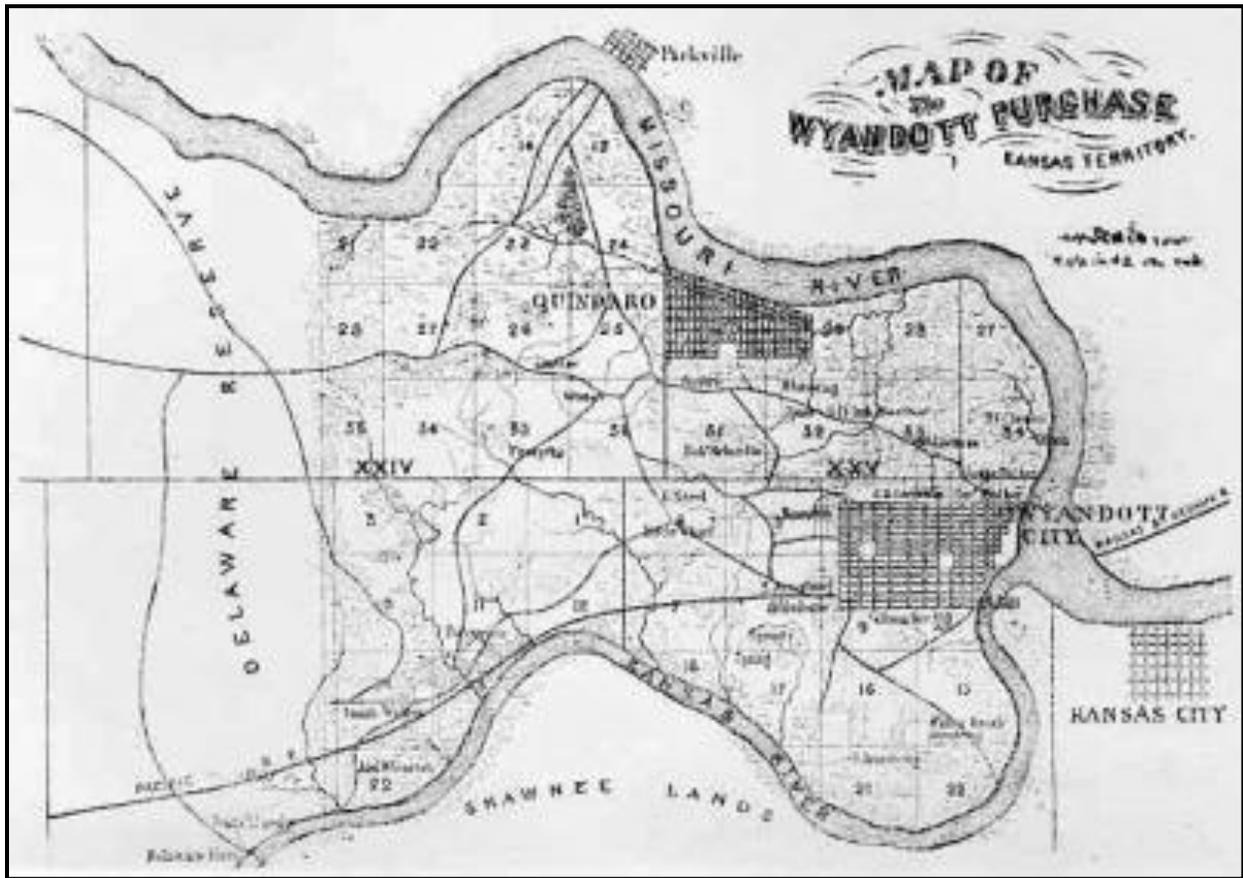
After examining the original Wyandot Allotment schedule, note that the allotment numbers shown on the Tuttle & Pike Atlas of 1907 do not agree with the original legal schedule of September 1859. This may be due to the transference of property between the Wyandots that occurred after 1859 and prior to the survey for the atlas of 1907.

The *Map of the Wyandott Purchase, Kansas Territory* (Figure 3-7), most likely published by the government shortly after February 1859 upon the completion of the surveys, illustrates the Wyandotte County townships but does not show the

<sup>42</sup> *Ibid*, 464.

<sup>43</sup> Photocopies of Manuscripts of Legal documents , Wyandot Indians, Schedule Containing Legal Descriptions of Selections and Allotments for 1855 and Signed in 1859. Wynadotte County, Kansas. State Archives, Kansas Historical Society, Topeka Kansas

show the plat or allotments.<sup>44</sup> A decade later, Heisler & McGee published a map of Wyandotte County that provided more detail of property owners in 1870 (See Figure 3-7). However, the names listed were often not the original plat owner.<sup>45</sup>



**Figure 3-7: Map of the Wyandott Purchase, Kansas Territory, c. 1859.**

### 3.3.3 Wyandot Allotments and Subsequent Owners

Two maps, Heisler & McGee's *Map of Wyandotte County, Kansas* from 1870 and Tuttle & Pike's *Plat Map of Wyandotte County, Kansas* in 1906/07 include the names of property owners and the changes in plat ownership between 1870 and 1906. It appears that the Tuttle & Pike is the last map to include the Allotment Numbers on properties assigned to the Wyandot tribal members. The names of the landowners may or may not be that of the Wyandot.<sup>46</sup> As an example, in Section

<sup>44</sup> *Map of the Wyandot Purchase, Kansas Territory* c. 1859. Online, Accessed January 2013. <http://www.usgennet.org/usa/ne/topic/resources/OLLibrary/Walker/wlkr001.html>

<sup>45</sup> Heisler & McGee, *Map of Wyandotte County, Kansas 1870* (Chicago: Mendel, 1870), n.p. Historical Map Collection, Wyandotte County Historical Society and Museum, Bonner Springs, Kansas.

<sup>46</sup> Tuttle & Pike, *Atlas of Wyandotte County, Kansas*, 1907, Plate Number 81. (Kansas City: Tuttle & Pike, 1907), Wyandotte County Historical Society and Museum, Bonner Springs, Kansas. See also, Figure 9: Tuttle & Pike *Atlas of Kansas City, Kansas 1887*.

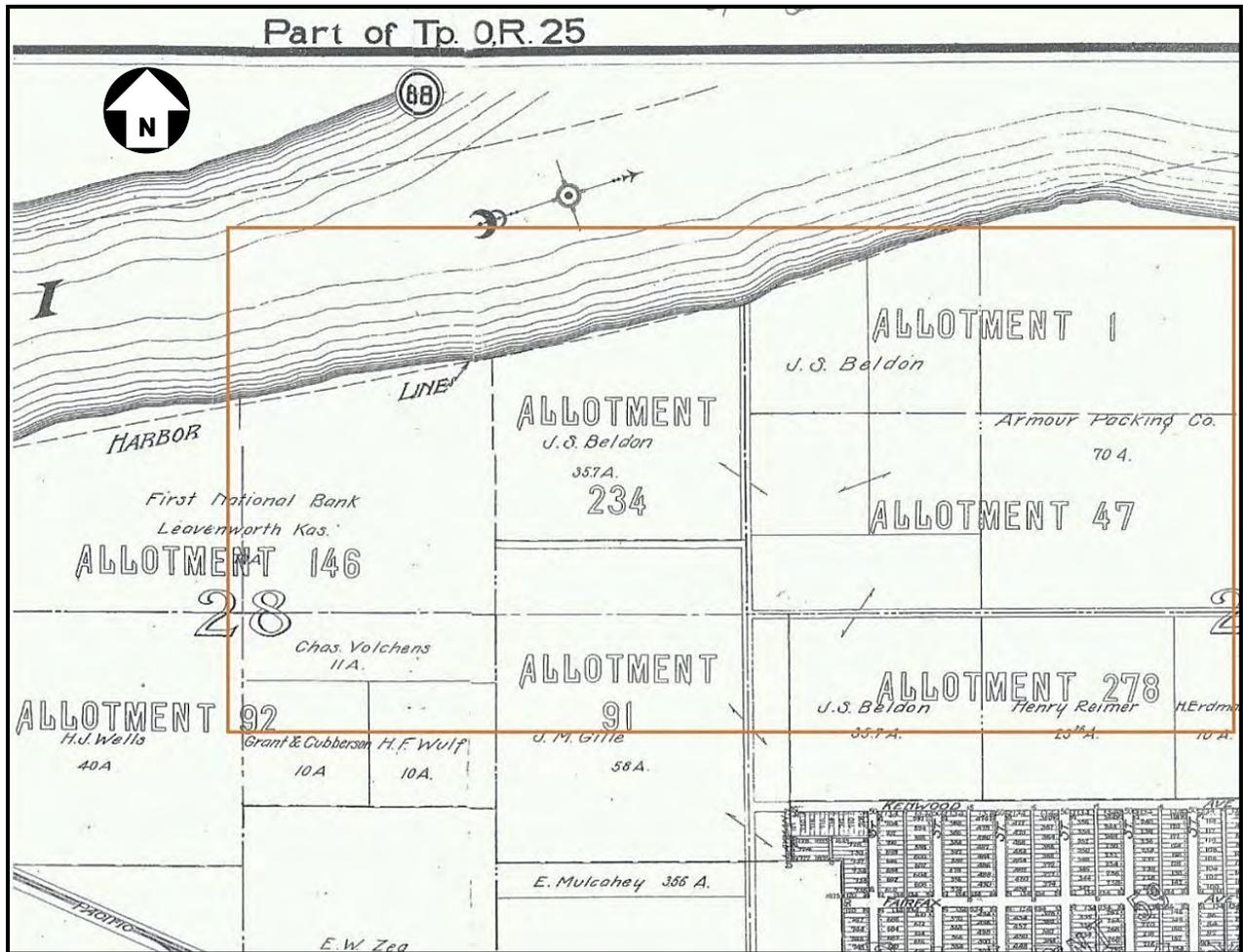
28, Allotment No. 146 shows that the owner of the property is the First National Bank of Leavenworth, Kansas (see Figures 3-8 and 3-9).

Additionally, the Wyandot Nation tended to be better educated, excellent in business and had been using Anglicized surnames, such as, Brown, Zane, Armstrong and Walker for decades prior to being relocated to the Kansas Territory. It is impossible to link ownership of any piece of property to a tribal member without the aid of the tribal roll. However, when tracing the ownership of any piece of property located north of the Kansas River in this part of Wyandotte County, the first owner of the plat will always be a member of the Wyandot Nation.<sup>47</sup> By the end of the 1860s, many of the original allotments had changed ownership. Additionally, by the beginning of the 1870s, many Wyandots had sold off their property to white settlers and land investors, including the Union Pacific Railroad.

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<sup>47</sup> Hancks, 466-67.





**Figure 3-9: Tuttle & Pike Plat Maps, 1906/07. Note: The area outlined above, includes the quadrants of Sections 27 and 28, which are located along the boundaries of APE in this study.**

The last transactions involving Allotments was in the 1930s. The Indian Reorganization Act of June 1934, also known as Wheeler-Howard Act, ended the practice of 'severalty'.<sup>48</sup> The last recorded transaction involving the Wyandott Allotments occurred in 1935 according to the Indian Land Tenure Foundation.<sup>49</sup>

### 3.4 Missouri River: 1840-1910 - The Missouri River Improvement Association

Although the Missouri River provided transportation and subsistence to Native Americans for centuries, it was not explored and mapped until the late 17<sup>th</sup> century.

<sup>48</sup> Indian Reorganization Act (Wheeler-Howard Act - 48 Stat. 984 - 25 U.S.C. § 461 et seq) Online, accessed January 2013, <http://www.maquah.net/Kafkaesque/IndianCourt/IRA.html>

<sup>49</sup> Indian Land Tenure Foundation, "Historic Allotment Legislation: A Historical Overview of Allotment Legislation and its Effects for All Allotted U.S. Indian Reservations," Online, accessed January 2013. <http://www.indianaglink.com/files/HistoricalAllotmentLegislation.pdf>

Those who traveled the river and its tributaries were explorers, Indians, fur traders, and adventurous land speculators. However, it was not until the 19<sup>th</sup> century that it became the major corridor for western expansion with the development of the steamboat, the precursor to the railroad.

The first steamboat to ascend the Missouri River was the Independence in 1819. It made it as far as the mouth of the Chariton River near Glasgow, Missouri, approximately 100 miles east of Kansas City. Due to limited commercial interest, other than more primitive wooden boats for the fur trade, very few steamboats navigated the Missouri prior to the 1840s. With increased knowledge of the rich agricultural region along the river and an increased knowledge of navigation, steamboat use increased dramatically as the only other available mass transport system was the prairie schooner.<sup>50</sup>

By the 1850s, steamboats were traveling as far north as Fort Benton, Montana, twenty-five hundred miles from St. Louis. Over 700 boats were navigating the Missouri prior to the Civil War. However, the Missouri River could be as treacherous as it was bountiful, as exemplified by the more than 200 steamboats that sunk after hitting snags between Kansas City and St. Louis. As Lawrence Jones, founder of the Jones Store Company, observed:

**In 1858, packet lines were established from the mouth of the Missouri to Miami, Kansas City, St. Joseph, Omaha and even to Sioux City. Those lines carried United States mail and express freight. So numerous were the boats on the river during this period that it was no unusual sight to see five or six lying at the landing at the same time and at no time was a boat out of sight during the boating season. . . In 1857, fifty years ago, the wharf master at Kansas City reported more than 700 steamboats at the Kansas City Levee.<sup>51</sup>**

Riverboat usage decreased after the Civil War while transport by rail increased dramatically. The railroad engaged in rate fixing by undercutting the steamboat rates to the point that river transport nearly disappeared completely. As the steamboats left the river, the rail companies began increasing their rates disproportionately to what their client base could willingly afford. Several Kansas City area entrepreneurs began looking at restoring river competition around 1887.

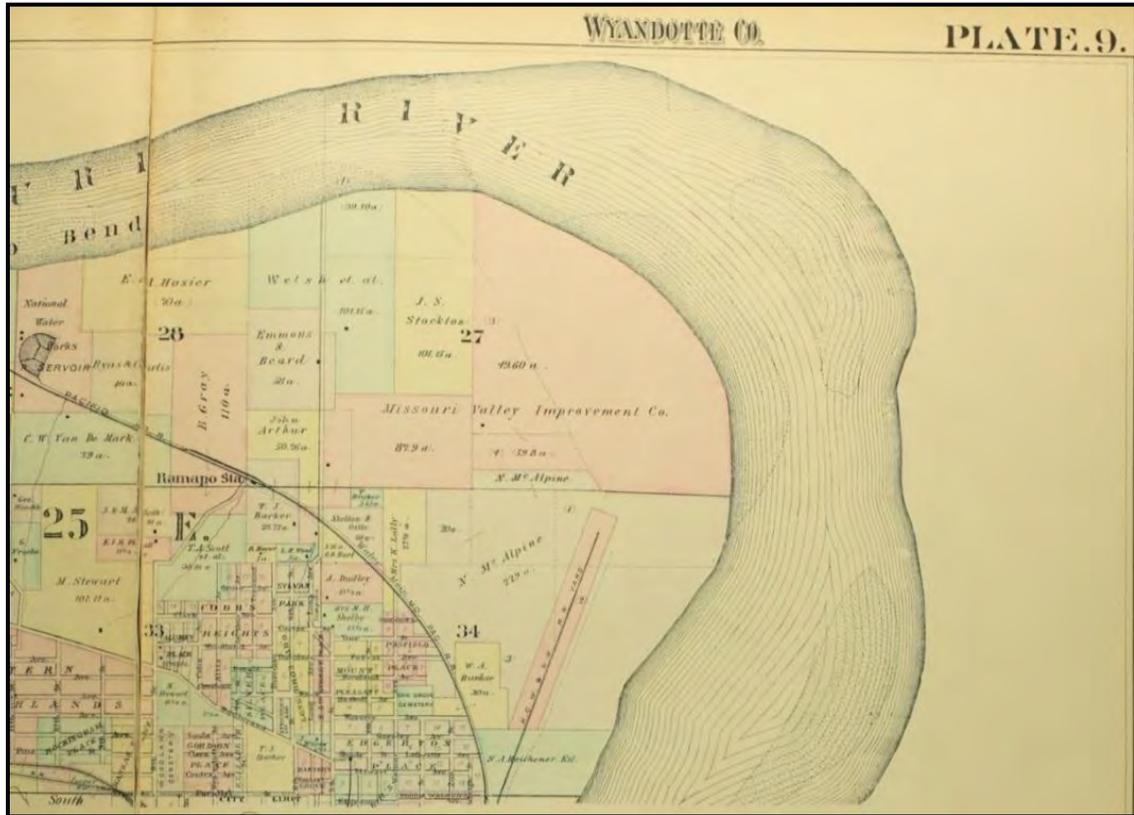
Part of the process was acquiring land to entice businesses into the area that could readily take advantage of river transport. One area, as noted on the 1887 Tuttle & Pike, that held promise was located in the flood plain of eastern Wyandotte County at a point then known as the Kaw Bend located just north of the confluence of the

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<sup>50</sup> Lawrence M. Jones, "The Improvement Of The Missouri River And Its Usefulness As A Traffic Route," *American Waterways*, Vol XXXI, No.1, Jan 1908 (Philadelphia: American Academy Of Political And Social Science, 1908),n.p. Online, accessed January 2013, [http://www.archive.org/stream/americanwaterwa00sciogoog/americanwaterwa00sciogoog\\_djvu.txt](http://www.archive.org/stream/americanwaterwa00sciogoog/americanwaterwa00sciogoog_djvu.txt)

<sup>51</sup> Ibid.

Kansas and Missouri Rivers. The Missouri River Valley Improvement Company held a large section of land at the Kaw Bend of the Missouri River (Figure 3-10).<sup>52</sup> Lawrence Jones, himself, would later serve as president of the Missouri River Valley Improvement Association, which incorporated nearly twenty-years later in 1906.<sup>53</sup>



**Figure 3-10: Tuttle & Pike Atlas of Kansas City, Kansas, 1887. Plat map showing the property purchased on speculation by the Missouri River Valley Improvement Association in Section 27.**

In February 1890, the first of several river improvement companies incorporated under the laws of Missouri as the Kansas City and Missouri River Packet Company,

... organized for the purpose of navigating the Missouri with commercial freight carriers. The following were the incorporators: A. L. Mason, Thomas Corrigan, Adam Long, J. F. Richards, A. R. Meyer, E. A. Phillips, S. B. Armour, A. W. Armour, A. K. Ruxton, T. B. Bullene, J. F. Corle, P. H. Soden, and F. S. Treadway.<sup>54</sup>

<sup>52</sup> G. M. Hopkins, *A complete set of surveys and plats or properties in Wyandotte County and Kansas City, Kansas*, 1887 (Philadelphia: Hopkins, 1887), 9. Kansas Memory, Accessed online, January 2013. [http://www.kansasmemory.org/item/display.php?item\\_id=224011&f=00284446](http://www.kansasmemory.org/item/display.php?item_id=224011&f=00284446)

<sup>53</sup> Ibid.

<sup>54</sup> Carrie Westlake Whitney, *Kansas City,, Missouri: Its History and Its People, 1808-1908* Vol.1 p 529. Online, accessed January 2013 <http://www.ebooksread.com/authors-eng/carrie-westlake-whitney/kansas-city-missouri--its-history-and-its-people-1808-1908-volume-1-tih/page-42-kansas-city-missouri--its-history-and-its-people-1808-1908-volume-1-tih.shtml>

The company had four wooden boats built, which they operated for about four years. While the company failed, it was not due to failure of its principals. They had successfully shipped goods at a savings to the shipper of \$100 for every \$5.00 put in the shipment until the railroad cut their rates for the sole purpose of putting river transport out of business, thereby remaining the sole source for commercial transport.<sup>55</sup>

The process of reestablishing river transport was slow. Efforts to renew river transport did not occur again until July 30, 1906, when E. C. Ellis of the Fifth District of Missouri, a member of the Rivers and Harbors Committee in Congress, called a meeting with men from Kansas City, MO and Kansas City, KS who had a stake in the improvement of river navigation. Ellis acted as a representative of the National Rivers and Harbors congress, an organization that initially tackled the task of improvement of river navigation.<sup>56</sup>

The result of this meeting led to the incorporation of the final organization of the Missouri Valley Improvement Association on August 10, 1906. Lawrence M. Jones served as the first president; Willard Merriam, vice-president; J. F. Richards, treasurer; and E. L. Gates, secretary. Additionally, the following men were chosen as an advising committee: Lawrence M. Jones, chairman; George A. Barton, Walter S. Dickey, J. C. James, F. D. Crabbs, R. Harry Jones, Frank A. Faxon, J. J. Swofford, J. W. Breidenthal, W. P. Trickett, J. K. Burnham, George W. Fuller, L. J. Gilles, A. J. Poor, A. A. Whipple.<sup>57</sup>

Lawrence M. Jones had taken the initiative to prove that the Missouri River could be successfully navigated and prove to be more economical for transporting goods than the railroad. This resulted in the organization of the Kansas City Transportation & Steamship Company, with a capital of \$200,000, to revive and maintain regular steamboat service on the Missouri River between Kansas City and St. Louis. The company received a charter from the State of Missouri on April 29, 1907. The board of directors for its first year were as follows: Lawrence M. Jones, president; William Volker, treasurer; J. C. Lester, secretary; with O. V. Dodge, A. G. Ellet, C. E. Faeth, A. H. Munger, J. F. Richards, Leon Smith, J. J. Swofford, J. P. Townley, J. H. Wiles, and Jerome Twichell serving as committee members.<sup>58</sup>

Lawrence Jones was convinced that the Missouri River and its navigability for river transport was still a highly viable commercial transport method. He wrote an article published in *American Waterways: The Annals of the American Academy of*

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<sup>55</sup> Ibid.

<sup>56</sup> Ibid.

<sup>57</sup> Ibid.

<sup>58</sup> Ibid.

*Transportation Library of Political and Social Science* in January 1908. In closing, Jones compared the nations' waterways to the engineering skills that the United States was putting into the Panama Canal at that time:

In the race for commercial supremacy, we must of necessity, equip ourselves with all the facilities necessary to hold our place in the commercial world. If, by the expenditure of fifty millions annually on our waterways, we could save our citizens hundreds of millions in transportation charges, to say nothing of the great impulse it would give to all our industries, it would not be a waste of money, it would not be an expense, but a magnificent investment. There is a close relation between the improvement of our rivers and the building of the Panama Canal. If the United States is to realize what it should from this great undertaking, it is absolutely necessary to improve the waterways of this country.<sup>59</sup>

After a twenty-year struggle to bring attention to the need for navigation improvements of the waterways of the United States, primarily that of the Missouri River, the tenacity of the Kansas City area entrepreneurs prevailed. Taming the Missouri River bends and channels region was the first step in further developing river transport for the region. Once accomplished, the efforts to develop eastern Wyandotte County into a major transportation and industrial district would follow.

The Missouri Valley Improvement Association was only the beginning. In subsequent years, the task would be handed off to other like-minded individuals. Before any further planning and land development took place along the flood plain region of Wyandotte County, the coursing waters and the shallow channels along the Missouri River had to be addressed.

### **3.4.1 Corps of Engineers: Missouri River and Levees**

The Missouri River was a wild and untamed force of nature with a maze of arteries, loaded with snags and a channel that changed with great frequency across a broad flood plain. Navigating the Missouri River was dangerous as the natural channel was unchartable with its frequent shifting. Initial experimental work on the Missouri did **not stand the test of the river's power.**

Authorizations by Congress, between 1820 and 1871, provided for some regulations regarding river navigation. By the time the Corps of Engineers became involved with improving navigation along the Missouri River in 1871, the railroads had effectively run riverboat transport out of business. Five years after the Corps began **work to stabilize the Missouri's banks and keep her channels open, the river's**

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<sup>59</sup> Lawrence M. Jones,

[http://www.archive.org/stream/americanwaterwa00sciigoog/americanwaterwa00sciigoog\\_djvu.txt](http://www.archive.org/stream/americanwaterwa00sciigoog/americanwaterwa00sciigoog_djvu.txt)

raging waters washed out nearly all of their experimental attempts at taming the channels.<sup>60</sup>

Major Charles Suter of the Corps of Engineers headed a major survey project of the Missouri River in 1878. Suter estimated that in 1879, the Missouri River transported about 1 billion cubic feet of alluvial soils downstream and into the Mississippi in 1879 alone. He began looking at ways to tame the Missouri River for both navigation and bank stabilization.

...In 1881, Corps of Engineers Major Charles Suter said the wandering Missouri could be “pegged down” to a fixed alignment of curves. Suter noted that the power of Missouri River water “could produce tremendous effects and bring about the most astounding changes.” He wanted to use the natural forces to produce benefits for basin residents.<sup>61</sup>

The following map and key were completed in 1878 as the result of a survey that Major Suter directed that year (Figure 3-11).<sup>62</sup>

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<sup>60</sup> John Ferrell, *Soundings: One Hundred Years of the Missouri River Navigation Project*, (Washington: U.S. Government Printing Office, 1996), 5-11.

<sup>61</sup> *Ibid*, 9.

<sup>62</sup> Major Charles R. Suter and D. W. Wellman, *Map of the Missouri River: From Surveys made in Accordance with Acts of Congress*, March 3, 1878. Source, Maps, National Archival Records Administration, Kansas City, Missouri.

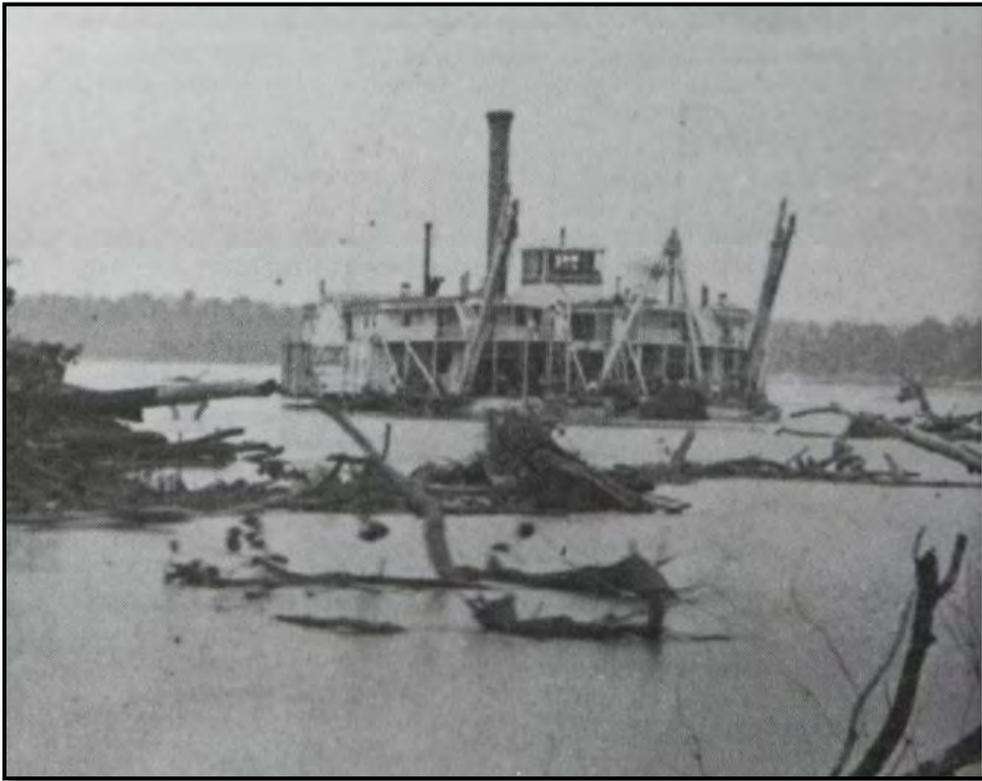


**Figure 3-11: Map of the Missouri River: From Surveys made in Accordance with Acts of Congress, March 3, 1878. Source, NARA.**

In 1881, the Missouri River swelled its banks with historic flooding which created dramatic channel changes. Surveys were conducted after the flooding; silt was found to cause the greatest difficulty for navigation. Silt collected in lowland and on bars in the river thereby forcing the main channel to divert through smaller channels. When these channels changed, particularly with heavy rains, it caused erosion, which added more silt. Stream changes occurred during high water stages, which affected

navigation and damaged bottomland farms or destroyed them at its worst. For Suter, stabilizing channels became the first order in stabilizing the river itself.<sup>63</sup>

**Suter's survey of 1878 provided a base template** for future mapping of the course of the Missouri River. Snags and unstable riverbanks continued to plague navigation of the Missouri River as seen in a 1925 photograph taken of a tugboat, possibly with dredging equipment, at a point located just above the confluence of the Missouri and Mississippi in St. Louis (Figure 3-12).<sup>64</sup> This was a typical scene frequently found along the entire length of the Missouri River.



**Figure 3-12: Photo from 1925 showing boat trying to navigate along with bank erosion and snags on the Missouri River above St. Louis in 1925.**

The following map from June 1930 was produced with the use of air surveys (Figure 3-13).<sup>65</sup> The Corps of Engineers was able to photograph the river and update the changes that had taken place over previous decades in the course of the Missouri River. Attempts at controlling the river continued but the real work did not start until the 1940s.

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<sup>63</sup> John Ferrell, *Soundings*, 13.

<sup>64</sup> *Ibid*, 4.

<sup>65</sup> Map from NARA.





**Figure 3-14: Photo, June 1940, showing woven “wooden mattresses” used to stabilize the shoreline in the area of Fairfax Industrial District (photo taken at a location near Jersey Creek).**



**Figure 3-15: Permeable Dikes, early 20th century, were placed along bends to catch debris to keep it out of the channels. Later, quarry stone was added around the dikes, which greatly eliminated the need for heavy maintenance.**

Keeping the river channel open and deep enough for navigation was another problem that the Corps of Engineers undertook. The biggest problem was debris from the banks of the river that would clog the open channels. Early in the maintenance of channel depth, the Corps used a system of dikes made from 20- to 30-foot-long wooden piles driven deep into the riverbed. Their purpose was to catch debris to keep it out of the channels. Controlling the channel depth and eliminating bank erosion at the same time was the only way to guarantee a navigable river.

### **3.4.2 Goose Island**

For years, the question of which state owned an island, roughly 500 acres of land in the middle of the Missouri River between Kansas and Missouri, was disputed. Prior to 1870, the main channel of the river ran to the west of the island placing it in Missouri. However, in constant flux, the main channel changed to the east side of the island placing it under Kansas authority. As an unresolved land mass, and therefore outside of the law, for decades it was a haven for illegal gambling, boxing, prostitution and other such activities. Both states wanted the issue resolved.

The states of Missouri and Kansas took the case to the United States Supreme Court on February 23, 1907. The boundary dispute dragged out for two-years, and finally settled in the court of Justice Holmes on March 22, 1909, when Holmes ruled in favor of Kansas.

The Kansas City Industrial Land Company, spearheaded by Guy Stanley, planned to reclaim the area from the shoreline, sandbar and island to create a solid land mass. It became part of the initial Drainage District Project. The reclamation project added 550 acres to the new district.<sup>66</sup> By 1929, the Fairfax Airport was constructed. The space that Goose Island once occupied provided the location for the airport landing strips.<sup>67</sup>

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<sup>66</sup> Ibid.

<sup>67</sup> Ibid.



**Figure 3-16:** Goose Island, mid-far right, from Heisler & McGee, *Map of Wyandotte County Kansas 1870*.

### 3.5 The Kansas City Industrial Land Company and the Union Pacific

By 1931, the Fairfax Industrial District had been transformed into “one of the nation’s first planned industrial parks.”<sup>68</sup> This major Wyandotte County land improvement, touted to be one of the largest industrial areas west of Chicago, was through the efforts of Guy Stanley and his relationship with the Union Pacific Railroad, the latter of which invested more than \$3 million to develop the park. According to geographer James R. Shortridge, the land that comprised the district was perfect for industrial development:

Industry liked that flat land, the plentiful water supplies that the flood-plain location provided, and, especially, the idea of an area that was specifically designed for their needs. They could have transportation facilities and did not have to worry that nearby residential and shopping areas would complain about noise and the number of local trucks and railroad crossings...Fairfax had a head start on other industrial parks and it profited from this.<sup>69</sup>

Guy Stanley spearheaded the charter of the Kansas City Industrial Land Company, which was organized by the Union Pacific Railroad in May 1923. This corporation became the most successful land company to develop the northeastern section of Wyandotte County for industrial purposes. In creating the industrial area, Stanley was joined by the Union Pacific Railroad, K. L. Browne, Charles D. Grant, Henry Reimer, W. C. Rickel, C. N. Prouty and L. K. Wells as incorporators.<sup>70</sup> Newspaper accounts stated that over \$3,000,000 was slated for general improvement of the area.<sup>71</sup>

Subsequent newspaper accounts covering the Fairfax Industrial area revealed in reporting the transformation of what was once known as a wasteland of 1,280 acres. One headline from a July 1, 1923 article read, “Civic Leaders Herald K.C. Of Future As Industrial Center of Western World.”<sup>72</sup> Union Pacific leaders, including Carl Gray, president, spoke at a Chamber of Commerce meeting, stating that the area had been avoided by the railroads because of the overflow. In his speech, Gray announced that “the interest which the Union Pacific will have in the new

<sup>68</sup> James R. Shortridge. *Kaw Valley Landscapes: A Traveler’s Guide to Northeastern Kansas*. (Lawrence, Kansas: The University Press of Kansas, 1977 and 1988), 13.

<sup>69</sup> *Ibid.*

<sup>70</sup> Guy Stanley, Various Newspapers and Dates, News Clipping Archives, Wyandotte County Historical Society and Museum. Although many of the news articles of the 1920s gives Stanley credit for naming the Fairfax Industrial District after Fairfax, Virginia; the name Fairfax actually appears on the Tuttle & Pike Atlas of Wyandotte County in 1907.

<sup>71</sup> “U. P. Will put \$3,000,000 Into Fairfax Area,” *The Kansas City Kansan* 30 June 1923, 1. The article stated that additional improvements to the area is anticipated to be \$10 million.

<sup>72</sup> “Civic Leaders Herald K.C. of Future As Industrial Center of Western World,” *The Kansas City Kansan*, 1 July 1923, 1.

district will be an incentive to the railroad to create freight and to aid in the **industrial development of the district.**"<sup>73</sup>

In developing the area, Union Pacific made certain that all tracts of land were separated from the Missouri Pacific Railroad, which had established a line in the area as early as 1870, one year after the railroad made the first crossing of the Missouri River.<sup>74</sup> While Missouri Pacific ran their main line from the Missouri River west (from Quindaro Bend) and then north, the only access that the [railroad] had into the Fairfax Industrial Area was a single switch into a **12-acre portion of the "old Manhattan refinery", which became a portion of the Phillips refinery.**"<sup>75</sup>

While Union Pacific was heavily invested in the establishment of the Fairfax Industrial District, it was not until 1942 that the railroad came to the area, building a spur line to the General Motors plant, hauling B-25 bomber parts made by the Fisher Body Company, the subcontractor to General Motors. It was through the **efforts of James Howard "Dutch" Kindelberger, president of North American Aviation** (California) that chose the Fairfax area, with prompting from his friend Richard Robbins of the Kansas Industrial Development Commission.<sup>76</sup>

It should be noted that in 1920, James Kindelberger (1895-1962)<sup>77</sup> became chief draftsman and assistant chief engineer with the Glenn L. Martin Aircraft Company in Cleveland, Ohio. Five years later, he joined Douglas Aircraft in California as chief engineer. Kindelberger remained with Douglas for nine years, leading development of the DC-1 and the DC-2. In 1934, Kindelberger became president and general manager of General Aviation, later renamed North American Aviation Inc., and served as general manager until 1948, when he became chairman and chief executive officer. Under his guidance, North American Aviation broke technological barriers; produced propeller- and jet-powered fighters and bombers, military trainers, rocket engines, and rocket-powered aircraft; and began its role as the prime contractor for the country's space program.<sup>78</sup>

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<sup>73</sup> *Ibid.*, 2.

<sup>74</sup> Map of Wyandotte County, Kansas. (Chicago: Heisler and McGee, 1970).

<sup>75</sup> Robert W. Patrick, "Fairfax District Was Guy Stanley's Dream," *The Kansas City Kansan*. Files, Wyandotte County Museum.

<sup>76</sup> R. Alton Lee. *Farmer's Vs. Wage Earners: Organized Labor in Kansas, 1860-1960*. (Omaha: University of Nebraska Press, 2006): 231. The street named after Kindelberger is misspelled.

<sup>77</sup> According to the literature sources and as noted in the legal descriptions of many of the parcels, Kindelberger is incorrectly spelled on currently used maps and in other references.

<sup>78</sup> Boeing Histories: North American Aviation and Dutch Kindelberger.  
<http://www.boeing.com/history/bna/biog.html>

### **3.5.1 Fairfax Airport and its Impact on the Area**

Fairfax Airport was an airport in Kansas City, Kansas operated from 1921 until it closed in 1985. With an airport in the heart of the industrial area and in the nation, Fairfax drew the attention of the war production board. A number of plants in Fairfax were constructed or refitted to produce the goods needed by the military during World War II. The airport is closely associated with the construction of most of the B-25 Mitchell bombers built between 1941 and 1944.

### **3.5.2 Fairfax Industrial District and Annexation:**

- Drainage District 1922, Board of Directors: Henry Reimer, Charles D. Grant and H.F. Wulf, all owned property in the proposed district
- Drainage Dike 1923: 1,700 acres to open for industrial plant sites
- June 1923: Union Pacific organized the Kansas City Industrial Land Company and put \$3m into the Fairfax Drainage District, at the time Guy Stanley was UP attorney and Vice President.
- July 1923, The Kansas City Kansan announced the Fairfax District to be the largest shipping point in the mid-west if the project succeeds.

Annexation of the Fairfax Industrial District was first proposed in 1925; however, no action was taken until 1947 with final annexation occurring in 1966 after a 17-year battle between the city and the industrial district. Guy Stanley had fought against annexation primarily due to a direct increase in taxes creating by this action. He became disillusioned and left Kansas City, Kansas and died before Kansas Legislature approved the annexation in 1966.

## 4.0 ARCHAEOLOGICAL SITES AND SURVEYS IN THE STUDY AREA AND VICINITY

Author:

Susan Houghton, RPA; Burns & McDonnell

### 4.1 Archaeological Sites and Surveys

No archaeological sites are recorded within or adjacent to the study area. In Platte County, two low-density historic artifact scatters were recorded on the floodplain to the northwest of the study area (Table 4-1). The sites are not included in the MDNR database but were recorded during the Phase I survey for the I-635/Van de Populiere interchange project<sup>79</sup>. They are considered not eligible for the National Register of Historic Places (NRHP). Clusters of prehistoric sites are recorded in Missouri 0.5 miles to the north on the bluffs above the river, and include the NRHP-listed Renner Site. Prehistoric activity sites may have been located on the Missouri River floodplain, but development since the contact era has obscured or eradicated any evidence of such activity. No recorded archaeological sites will be affected by the proposed project.

Several cultural resources surveys have been conducted near the study area, and are summarized in Table 4-2 and shown on Figure 4-1. No cultural resources were recorded during the surveys surrounding the study area. No prehistoric sites have been recorded near the river channel in the floodplain on either side of the river.

**Table 4-1: Archaeological Sites Near the Study Area**

<b>Temp #</b>	<b>Type</b>	<b>Date</b>	<b>Reporter</b>	<b>NRHP</b>	<b>Report #</b>
23PL-ERC-1	Artifact Scatter	Historic 20th Century	Sturdevant	Not Eligible	MO PL-95
23PL-ERC-2	Artifact Scatter Farmstead	Historic Late 19th to Mid-20th Century	Sturdevant	Not Eligible	MO PL-95

<sup>79</sup> Sturdevant, 2003

**Figure 4-1: APE and Supplemental Study Areas with Recorded Sites and Surveys; Platte County, Missouri and Wyandotte County, Kansas**

**NOT FOR PUBLIC RELEASE**

**Table 4-2: Cultural Resources Surveys Near the Study Area**

State #	Date	Type	Project	Author	With	For
KS 1541 MO CL-11	1975	Cultural Assessment	L-385 Levee	Van Doren-Hazard-Stallings	Van Doren-Hazard-Stallings	USACE
KS MO HA-25	1998	Cultural Overview	Fiber	Epperson	Burns & McDonnell	Williams Communications
MO HA-31	1999	Phase I	Fiber	Epperson	Burns & McDonnell	Williams Communications
MO PL-41	1993	Phase I	Argosy Casino	Walters	Triad Research	USACE
MO PL-47	1994	Phase I	Trillium Marina Development	Kelly	G Butler	USACE
MO PL-95	2003	Phase I	I-635 interchange	Sturdevant	ERC	FHWA USACE
MO PL-112	2005	Phase I	Schoenbeck Rd Horizon Pkwy	Sturdevant	ERC	USACE

## 4.2 Current Conditions

In Wyandotte County, Kansas, the study area is floodplain, now industrial in nature. To the east, the development of the Fairfax Industrial District began in the early **1920's** and to the west the Kansas City Waterworks has been in existence under various names since the 1880s. The area that became Fairfax Airport was the nucleus for development of an extensive industrial park through the mid-20<sup>th</sup> century. It is likely that few historic features remain within the study area due to changes in the transportation corridor over time and development of the area. Construction of levees since the 1903 flood, and the variable nature of the Missouri River has reduced the likelihood of intact prehistoric sites or features in the area. Overlay maps of the river channel show that the river channel crossed by the Fairfax Bridge has changed little over time (Figure 4-2). The railroad spur along the south bank of the river, constructed around 1940, has obscured any historic or prehistoric features in the area.

In Platte County, Missouri, the study area is made up of the transportation corridor to the north, with gas pipeline facilities to the west. A strip of wooded floodplain is between the levee and the river. Aerial photographs indicate a man-made channel in the wetland to the east of the existing bridges. The wetland west of the bridges is obscured with vegetation but may also have been affected by channelization and levee construction over time. In addition, the nature of the floodplain and the shifting channel of the river reduce the likelihood of existing prehistoric features in the area.

**Figure 4-2: Missouri River Channel With Steamboat Wrecks**

**NOT FOR PUBLIC RELEASE**

## 5.0 NRHP-LISTED PROPERTIES AND BUILT ENVIRONMENT

Authors:

Toni Prawl, PhD.; Missouri Department of Transportation  
Cydney Millstein; Architectural & Historical Research, LLC

The northern portion of the study area is located in Section 8, Township 50 north, of Range 33 west of Platte County, Missouri. In Kansas, the study area extends into the south and northeast quadrants of Section 28, Township 10, South, Range 25 East, and in the north and southwest quadrants of Section 27, Township 10 South, Range 25 East in Wyandotte County.

### 5.1 NRHP-Listed Properties in Platte County, Missouri

There are 15 properties or districts listed in Platte County on the NRHP. The NRHP includes:

- 3 Archaeological Sites (location restricted)
- 1 Historic District
- 10 Buildings
- 1 Structures

None of these properties are located within or adjacent to the study area.

### 5.2 Bridges Within the Study Area

There are two bridges in the project area: Bridge No. K0456, the Fairfax Bridge erected in the 1930s, and Bridge No. A0450, the Platte Purchase Bridge, built two decades later. The Fairfax Bridge has been previously evaluated and determined eligible for listing on the NRHP. **It is MoDOT's opinion that the Platte Purchase Bridge also is eligible for the NRHP; therefore, both are considered historic properties.**

#### 5.2.1 The Fairfax Bridge

The southbound Fairfax Bridge (K0456), depicted in Figure 5-1, was built in 1933-1935 to carry vehicular traffic over the Missouri River where no previous road or bridge was located.<sup>80</sup> Although long desired, a crossing connecting Kansas and Missouri over the wide expanse of the river at this locale was not realized until

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<sup>80</sup> Missouri State Highway Commission, "Plan and Profile of Proposed State Road, Federal Aid Project, Platte County," NRS 482(2)A, 1935, as housed at the Missouri Department of Transportation, Bridge Division, Jefferson City. These plans for graded earthwork identify the project was for "Route 45 SW to Regional Bridge," a road named Route 12 TR, or Route 12 Traffic Relief, at the time and later known as Route 69.



**Figure 5-1: Fairfax Bridge, Platte County, Route 69, J4P2279B  
Bridge No. K456R, Fairfax Bridge on Route 69 over the Missouri River  
(foreground)**

adequate funds could be secured to build the extensive structure. With nearly 1,300 feet between the river banks of Platte County, Missouri, and Wyandotte County, Kansas, estimated costs to build the necessary structure exceeded \$500,000. Through grassroots efforts led by Frank A. Davis, secretary of the Greater Kansas City Regional Plan Association, the Regional Bridge Company, Inc., was created to generate the bridge money. With the support of both state highway departments and the bolstering energy of local business and community leaders, the Regional Bridge Company secured a loan for \$600,000 from the Reconstruction Finance Corporation to finance the greatly anticipated bridge. The engineering firm Sverdrup and Parcel, St. Louis, Missouri, was chosen to design the bridge. The lowest of six bidders, Kansas City Bridge Company of Kansas City, Missouri, was the fabricator and contractor. The bridge was completed in 1934 for a cost of \$511,500 and operated as a toll bridge for almost two decades until the loan was paid.<sup>81</sup>

The bridge is comprised of 15 spans, measuring 2,595 feet in length. Its symmetrical design employs five steel Warren trusses that range from 301 to 474 feet each. From south to north, the Fairfax Bridge consists of three (3) steel wide flange I beams, three (3) simple steel **deck trusses, and one (1) 301' steel** simple Warren through trusses all constituting the approach span; three (3) rigid-connected continuous cantilevered steel camelback Warren through trusses channel spans measuring 416, 474, and 416 feet respectively, creating the main span; one **(1) 301' steel** simple Warren through trusses; three (3) simple steel deck trusses; and one (1) simple steel wide flange girder approach span. It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers. The bridge is 20 feet wide, curb-to-curb, and carries two lanes of one-way traffic.

The bridge was evaluated for its NRHP **eligibility in 1996 and is included in "Missouri Historic Bridge Inventory."** Rated with a score of 62, it was considered possibly eligible for its significance as a monumental, multiple-span, steel truss river **crossing, a "superlative example of its type," that was among the first of a series of** great river bridges for Missouri.<sup>82</sup> More recent evaluations involving the Missouri Department of Transportation and the State Historic Preservation Office have affirmed the significance of the bridge, recognizing it as a historic property.<sup>83</sup>

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<sup>81</sup> Clayton Fraser, **"Missouri Historic Bridge Inventory,"** (Loveland, Colorado: Fraser Design, 1996) as housed at the Missouri Department of Transportation, Design Division, Historic Preservation Section, Jefferson City, Missouri.

<sup>82</sup> Ibid.

<sup>83</sup> Missouri Department of Transportation, **"Programmatic Agreement for Missouri's Historic Bridge Preservation Plan," 2003 and "The Missouri Historic Bridge Management Plan, A Summary,"** Updated 3/1/2005, as housed at the Missouri Department of Transportation, Design Division, Historic Preservation Section, Jefferson City, Missouri.

## 5.2.2 The Platte Purchase Bridge

Because of its age, the Platte Purchase Bridge is not included in the 1996 "Missouri Historic Bridge Inventory" which only examines bridges and culverts built before 1951; therefore, like other cultural resources in the project area, its historical significance must be evaluated. The northbound Platte Purchase Bridge (A0450), as depicted in Figure 5-2) was built as a sister bridge to the Fairfax Bridge in 1957 to increase traffic flow across the river. Despite the twenty-three year gap in their creation, the two bridges appear like twins in scale, form, and materials --their central trusses aligning almost exactly when viewed in silhouette. Like the Fairfax Bridge, the Platte Purchase Bridge is comprised of 15 spans; however, it is seven feet longer, for a total length of 2,602 feet. Other differences are notable in the approach spans, roadway width, and substructure. The symmetry of the Fairfax Bridge design is echoed by the Platte's composition featuring five steel Warren trusses that range from 302 to 474 feet each. From south to north, the Platte Purchase Bridge consists of six (6) simple span, steel plate girders; one (1) 302' steel simple Warren through trusses forming the approach spans; three (3) rigid-connected continuous cantilevered camelback steel Warren through trusses measuring 417, 474, and 417 feet respectively and creating the main channel span; one (1) 302' steel simple Warren through trusses; and four (4) simple steel wide flange girder approach spans. It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers. The bridge is 25 feet 10 inches wide, curb-to-curb, and carries two lanes of one-way traffic.

As with the Fairfax Bridge, the consulting engineers for the Platte Purchase Bridge were Sverdrup and Parcel, Inc., St. Louis, Missouri, while the Kansas City Bridge Co. was the bridge contractor. Similar to the Fairfax Bridge project plans created in 1933 for Regional Bridge Co., Inc., the 1956 plans for the new bridge identify the client as an entity other than a state highway department: Platte County, Missouri. The name plate design accompanying the bridge plans states, in part:

**"PLATTE PURCHASE BRIDGE, BUILT BY PLATTE COUNTY, MISSOURI, WITH THE COOPERATION OF THE MISSOURI STATE HIGHWAY COMMISSION AND STATE HIGHWAY COMMISSION OF KANSAS, A.D. 1957, COMMEMORATING THE PLATTE PURCHASE BEING THAT TERRITORY NOW COMPRISING PLATTE, BUCHANAN, ANDREW, HOLT, ATCHISON AND NODAWAY COUNTIES, FROM THE IOWAY, SAC AND FOX INDIANS, SEPTEMBER 17, 1836."**<sup>84</sup>

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<sup>84</sup> Missouri Department of Transportation, "New Fairfax Bridge over Missouri River near Kansas City, Kansas for Platte County, Missouri," project plans prepared by Sverdrup and Parcel, Inc., April 1956. Housed at the Missouri Department of Transportation, Bridge Division, Jefferson City, Missouri.



**Figure 5-2: Platte Purchase Bridge Platte County, Route 69, J4P2279B  
Bridge No. A0450, Platte Purchase Bridge on Route 69 over the Missouri River  
(foreground)**

Like its predecessor, the Platte Purchase Bridge was conceived as a toll bridge and once the debt was paid, emerged as a free river crossing.

Although bridge technology was changing and more innovative methods were in use at the time of its construction, the Platte Purchase Bridge utilized some older construction techniques for its superstructure. The use of high strength bolts began to dominate bridge construction in the 1950s and 1960s, yet the trusses for the Platte Purchase Bridge were connected like those for the Fairfax Bridge, using rivets. The concept of form reuse and duplicate fabrication for the Platte Purchase Bridge saved costs, promoted similarity among the structures, and resulted in this late example from the riveted truss era. One contrasting feature between the bridges is the vertical and diagonal steel members used to support the main structural members. The Fairfax Bridge utilizes lacing bars—both single and double—creating a lattice effect, whereas the Platte Purchase Bridge features perforated cover plates (the larger steel expanses with regularly spaced oval openings). The latter (and later) technique helped speed up construction and was considered more durable.<sup>85</sup>

The Platte Purchase Bridge is among eleven surviving Missouri River bridges built during the 1950s. Formerly there were thirteen 1950s-era Missouri River bridges; however, one in North Dakota and one Missouri-Kansas bridge no longer exist. Three of the eleven extant 1950s Missouri River bridges are located in South Dakota; three serve both Nebraska and Iowa; three span the Kansas-Missouri borders, and two are in Missouri. Of these eleven bridges, four are Warren trusses, two of which are known to be historic bridges.<sup>86</sup> The Forest City Bridge, a cantilevered Warren through truss in Dewey County, South Dakota, was erected from 1957 to 1959 and listed on the NRHP in 2001, although it was less than 50 years old at the time of its listing.<sup>87</sup> The Blanchette Bridge in St. Louis, County Missouri, is a Warren through truss erected in 1958 that was determined eligible for listing on the NRHP in 2010.<sup>88</sup> These two historic bridges, recognized for their

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<sup>85</sup> Michael D. Harms, MoDOT Structural Liaison Engineer, MoDOT Bridge Division, electronic communication with Toni Prawl, MoDOT Historic Preservation Specialist, Jefferson City, January 17, 2013.

<sup>86</sup> **Bridgehunter.com, "Missouri River Exhibit Map,"** downloaded January 31, 2013 from <http://bridgehunter.com/category/waterway/missouri-river/exhibit>.

<sup>87</sup> Paige Hoskinson, "Forest City Bridge National Register of Historic Places Registration Form," South Dakota State Historical Society, 2001; hereafter cited Hoskinson.

<sup>88</sup> Randall Dawdy, "Blanchette Bridge Section 106 Memo," November 23, 2010 [correspondence to the SHPO] as housed at the Missouri Department of Transportation, Design Division, Historic Preservation Section, Jefferson City, Missouri. The State Historic Preservation Office concurred with this eligibility assessment on December 2, 2010.

engineering significance, have characteristics similar to the Platte Purchase Bridge.<sup>89</sup>

Although the Platte Purchase Bridge is not as old and perhaps not as exceptional as the Fairfax Bridge, it is historically noteworthy in its own right. The Fairfax Bridge established the first highway crossing, while the Platte Purchase Bridge expanded the transportation corridor, providing an important auxiliary crossing to accommodate greater traffic and promote the local economy. Removed in time by more than two decades from the initial opening of the Fairfax Bridge, the Platte Purchase Bridge was built during the more prosperous postwar era, yet still depended on funding from sponsors and tolling. The design and construction methods used for the bridge were borrowed from the earlier structure, thus it was not an innovative, but rather a late example. While it may not rival the early **achievements of the Fairfax Bridge, it is MoDOT's opinion that the Platte Purchase Bridge** also fulfills NRHP eligibility criteria under Criterion C for its significance in the area of Engineering. Both bridges serve as monumental examples of steel truss construction crossing a major river and their cantilevered, camelback Warren through trusses represent a distinct form.

Like the Fairfax Bridge, the main span length of the Platte Purchase Bridge approaches nearly 500 feet and its overall length exceeds 2,500 feet. Multi-span truss structures like these are becoming rarer as deficient structures age and are candidates for replacement. While a number of major bridges (structures greater than 1,000 feet) exist in Missouri, few cantilever highway trusses over the Missouri River survive in Missouri. **According to April 2012 data provided by MoDOT's Bridge Division**, there are 27 major through truss highway bridges in Missouri. Fourteen of these bridges cross the Missouri River, nine of these are 50 years old or greater. Without the Fairfax and Platte Purchase Bridges, the list would be reduced to seven major state bridges of this type (through truss Missouri River highway bridges more than 1,000 feet in length built in Missouri prior to 1964).<sup>90</sup> Historic cantilever through truss bridges have been removed in Miami, Hermann, and St. Louis County (the Blanchette Bridge), while the Washington Bridge, the Daniel Boone Bridge in

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<sup>89</sup> Bridgehunter.com, "**Platte Purchase Bridge,**" downloaded January 31, 2013 from <http://bridgehunter.com/mo/platte/purchase/>; and Hoskinson. In addition to its engineering significance, the Forest City Bridge is significant under Criterion A, for its association with a major event, the Flood Control Act of 1944, a reclamation project. The Act funded the construction of four dams on the Missouri River in South Dakota and the ensuing replacement of four Missouri River bridges, a catalyst for the construction the Forest City Bridge which began in 1957. It is one of five Warren through truss bridges in the state of South Dakota.

<sup>90</sup> Information compiled from Transportation Management System data maintained by the Missouri Department of Transportation Bridge Division. Since the time the data was updated in April 2012, at least one of these bridges has been removed reducing the total to 13 major truss Missouri River highway bridges.

St. Louis-St. Charles counties, and the Amelia Earhart Bridge connecting Winthrop, Missouri and Atchison, Kansas, are slated for demolition.

The Platte Purchase Bridge has been altered little since it was erected in 1957. In 1997, a major rehabilitation project included redecking, new expansion joints, painting, substructure repairs and some structural steel repairs. In 2008, more structural steel repairs of the trusses were needed to combat deterioration. This type of minor rehabilitation involves the addition of steel plates and bolts to select members and their limited applicability does not affect the character-defining features of the bridges.<sup>91</sup> The bridge is considered to retain its historic integrity of location, design, setting, materials, workmanship, feeling, and association, aspects which contribute to its eligibility for listing on the NRHP.

### **5.3 Architectural Resources Within the Study Area in Platte County, Missouri**

Architectural resources within the study area in Platte County, Missouri, other than the Fairfax and Platte Purchase Bridges, are limited and are post-1963. These include a gas line system located on the northwest side of the Missouri River just below the Fairfax Bridge. To the northeast is the Argosy Casino, which was constructed in the 1980s.

### **5.4 NRHP-Listed Properties in Wyandotte County, Kansas**

There are 30 properties or districts listed in Wyandotte County on the NRHP and in the Kansas Historical Society National and State Registers of Historic Places and the Missouri National Register Listings. The NRHP includes:

- 4 Sites
- 2 Archaeological Sites (location restricted)
- 1 Cemetery
- 1 Spring
- 4 Historic Districts
- 20 Buildings
- 2 Structures

In addition, there are 9 properties on the Kansas State Register of Historic Places, including:

- 1 Archaeological Site (location restricted)
- 8 Buildings

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<sup>91</sup> Harms, 2013.

None of these properties are located within or adjacent to the study area. The two NRHP-listed sites closest to the study area are the Fairfax Hills Historic District (listed in 2007), approximately 0.78 miles to the south and west, and the Quindaro Town Site (listed in 2002), approximately 1.66 miles to the west.

## **5.5 Architectural Resources Within the Study Area in Wyandotte County, Kansas**

Aside from the Fairfax and Platte Purchase Bridges discussed above, all of the identified architectural resources within the APE are located within the Fairfax Industrial District of Wyandotte County, Kansas. These resources include 10 properties (13 industrial buildings). Other resources include the Union Pacific Railroad, Missouri Pacific Railroad, and a number of petroleum and utility pipelines managed by a variety of national and local supply companies including Magellan, Southern Star, Kansas Gas Company, and the Board of Public Utilities. Table 5-1 lists the resources. Figure 5-1 shows the locations of the resources within the study area. Detailed information on these resources is found in the Appendix – Kansas Resource Information provided at the end of this report.

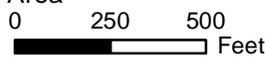
**Table 5-1: Architectural Resources Within the Study Area in Wyandotte County, Kansas**

Map ID No.	KS Historic Inventory No.	Address	NRHP Eligibility	Date of Construction	Original Occupant / Current Occupant
<b>7th Street Trafficway</b>					
1	209-2444	3260	Yes	Sep-55	General Electric Corporation / Vacant
2	209-2443	3299	No	Apr-37, Jan-60	Mid-West Conveyor Company / Tire Company
3.1	209-2445	3327	No	1971	
3.2	209-2454	3341	No	1971	
<b>Kindleberger Road</b>					
4	209-2447	601	No	Aug-50	The Peterson Corporation / Dupont
5	209-2448	700	No	Nov-50	PureCarbonic Air Reduction / Shostak
6	209-2449	720 / 750	No	Sep-53	Kansas City Supply Company / Vacant
7.1-7.3	209-2450	820	No	Aug-67	Ceco Steel Products/Office Bldg. / Brown-Strauss Corporation
<b>Harvester Road</b>					
8	209-2453	3255	Yes	Apr-54	Permatex Corporation / Permatex Corporation
9	209-2454	3341	No	Sep-57	Peerless Conveyor Company / Hydraulic Parts and Service
10	209-2455	3349	No	Jan-63	Hudson-Odum Tires / Environmental Solutions, Inc.
<b>Miscellaneous Resources</b>					
		Southern Star (KS) and Southern Star (MO)	No		Southern Star pipe lines are located within the APE on both sides of the Missouri River. May supply KS Gas Service with its gas supply.
		KS GAS Service	No		Local customer service for KS / MO in the greater KC area.
		Rail Road Lines	?		Union Pacific runs parallel to MO River. Missouri Pacific runs horizontally and parallel to industrial Blvd., south of the APE.
		Levee	No	C. 1940s	The historic portion may have been destroyed.
		Drainage lines	No	C. 1920-1940	



**LEGEND**

- APE
- Argosy Parkway Supplemental Study Areas
- Ceco Steel Supplemental Study Area
- 10 Building Map ID Numbers



**Figure 5-3**  
**Architectural Resources**  
**APE and Supplemental**  
**Study Areas**  
**Wyandotte County, Kansas**  
**MoDOT**

## **6.0 CONCLUSIONS AND RECOMMENDATIONS**

### **6.1 Archaeology**

Naturally shifting river channels, river channelization, levee construction, industrial development and the development of transportation infrastructure have combined to make the potential for intact archaeological sites within the study area very low. Burns & McDonnell archaeologists do not recommend any further archaeological investigations in the study area.

### **6.2 Built Environment**

#### **6.2.1 Fairfax Bridge**

Removal of the historic Fairfax Bridge for the construction of a replacement bridge would have an adverse effect on the historic property, requiring consultation with the SHPO and stakeholders leading to the preparation of a Memorandum of Agreement.

#### **6.2.2 Platte Purchase Bridge**

It is MoDOT's assessment that the Platte Purchase Bridge fulfills eligibility criteria for listing on the NRHP under Criterion C in the area of Engineering. Removal of the bridge for the construction of a replacement bridge would have an adverse effect on the historic property, requiring consultation with the SHPO and stakeholders leading to the preparation of a Memorandum of Agreement.

#### **6.2.3 Other Architectural Resources**

While the Fairfax Industrial District is rich in cultural history, the properties that are located within the APE do not appear to be eligible for listing on the NRHP. There are, however, three properties at the edge of the APE that may possess either architectural or historical significance, but will not be adversely affected by proposed project activities. These properties include: The General Electric Corporation Building (3260 7<sup>th</sup> Street Trafficway; vacant) constructed in 1955 (Map ID #1; KS Historic Inventory No. 209-244), the Ceco Steel Products Plant buildings (820 Kindleberger Road, 3115 Harvester Road, and 3315 Harvester Road) constructed in 1953 (Map ID #s 7.1, 7.2, and 7.3; KS Historic Inventory Nos. 209-2450, 209-2451, and 209-2452), and the Permatex Corporation building (3255 Harvester Road; vacant), built in 1954 (Map ID #8; KS Historic Inventory No. 209-2453). The buildings inventoried on these three properties appear to possess architectural and industrial significance. At the time of this writing, the architectural firms associated with these buildings have not been identified. However, Charles Keyser, who was responsible for several large industrial facilities in the area, including Sunshine Biscuit Company immediately south of the APE, may have

designed the Permatex and General Electric Company buildings. Information regarding these historic buildings have been **entered into the Kansas SHPO's** electronic database. Forms generated following the data entry for each building are included in the Appendix to this report.

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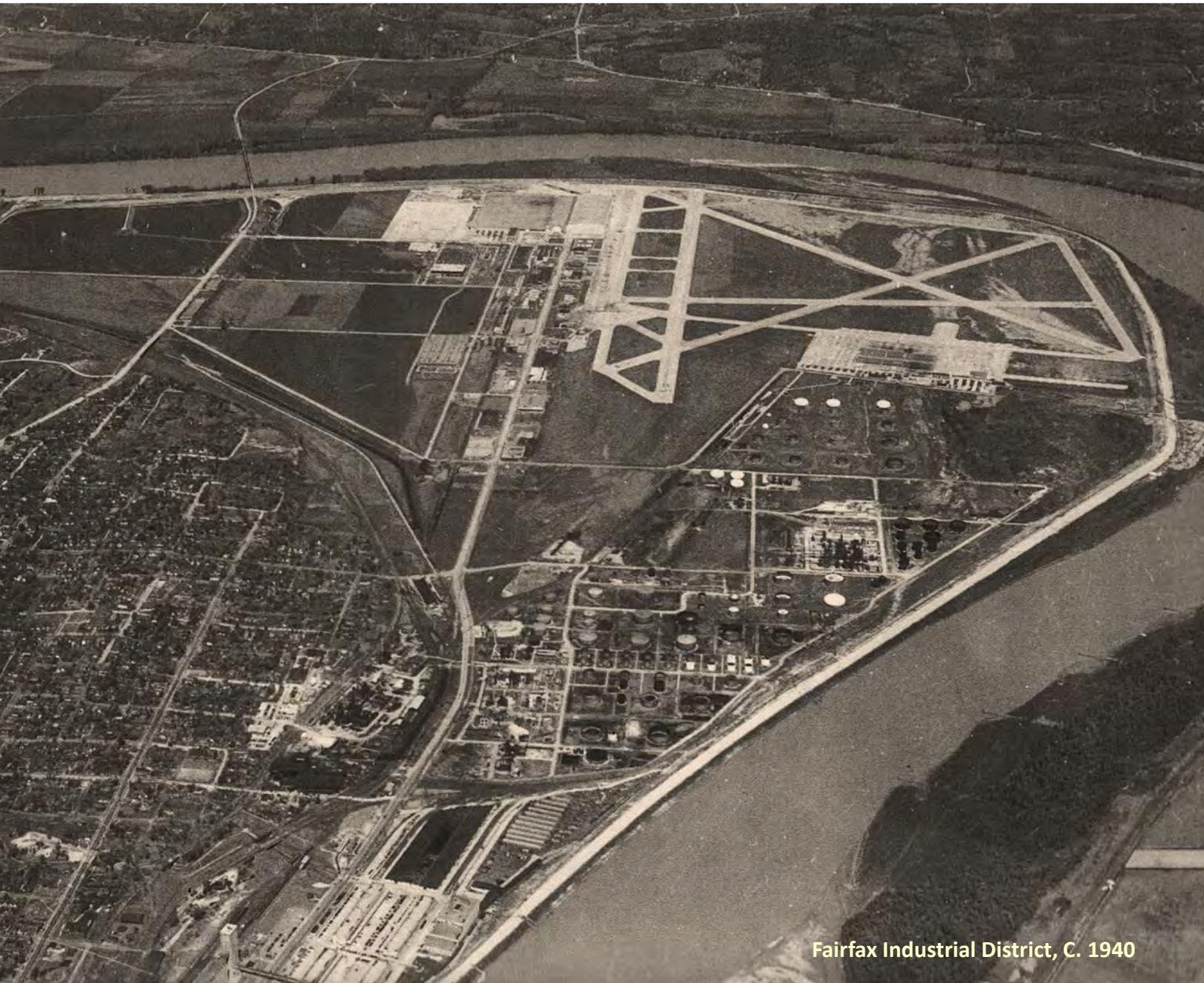
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## APPENDIX – KANSAS RESOURCE INFORMATION



Fairfax Industrial District, C. 1940

**Table Appendix-1: Architectural Resources Within the Study Area in Wyandotte County, Kansas**

Map ID No.	KS Historic Inventory No.	Street Address	Eligibility	Date of Construction	Original Occupant / Current Occupant	Parcel Number	Legal Description
<b>7th Street Trafficway</b>							
1	209-2444	3260	Yes	Sep-55	General Electric Corporation/ Vacant	903800	SEC. 28, T10N, R25E; BEG 40FT S & 40FT W OF NE COR SE1/4; S 639.4FT, W 300FT, N 601.23FT, N11E- 34.7FT, E 293.7FT TO POB CONTG 4.39AC M/L
2	209-2443	3299	No	Apr-37, Jan-60	Mid-West Conveyor Company / Tire Company	903524	SEC. 27, T10N, R25E; 6F BEG 40FT E & 33FT S NW COR; S 435FT, E 133.92FT, N 435F T, W 135.18FT TO POB LS R/W CONTG 1.36AC M/L
3.1	209-2445	3327	No	1971		903602	SEC. 27, T10N, R25E; 5J BEG 187.6FT E & 60FT N OF SW COR NW1/4; W 0.18FT, CUR RT-178.46FT, NLY 4 CRS-1046.93FT, S83E-62.95FT,CUR RT-286.25FT
3.2	209-2454	3341	No	1971			
<b>Kindleberger Road</b>							
4	209-2447	601	No	Aug-50	The Peterson Corporation / Dupont	903533	SEC. 27, T10N, R25E; 6-T FAIRFAX INDUSTRIAL ADD BEG 50FT S & 909FT W NE COR NW 1/4 SW 1/4 WH PT IS SWCOR BRINKERHOFF & KINDELBERGER RDS S 200
5	209-2448	700	No	Nov-50	PureCarbonic Air Reduction / Shostak	903701	SEC. 28, T10N, R25E; 7-F 7-O BEG INT W LN 7TH & LN KINDELBERGER RD; W300.03,N CC595.35,NLY & NWLY-630.91, NELY-462.04,NELY-19.46,SELY
6	209-2449	720 / 750	No	Sep-53	Kansas City Supply Company/ Vacant	903706	SEC. 28, T10N, R25E; BEG 382.8FT W & 40FT N OF SE COR NE1/4; W 200.2FT, N 335FT, E 196FT, N04E-65.1FT, S 397.27FT TO POB CONTG 1.54AC M/L
7.1	209-2450	820	Yes	Aug-67	Ceco Steel Products/Office Bldg. / Brown-Strauss Corporation	903707	SEC. 28, T10N, R25E; 7I BEG 663FT W & 40FT N OF SE COR NE1/4; W 396.64FT, N 658.03FT, NELY CUR RT-304.13FT, NELY-267FT, SELY CUR RT-44.6FT (This includes 3115 and 3315 Harvester Road, all included in the Ceco Complex)
<b>Harvester Road</b>							
7.2	209-2451	3115	Yes	Feb-53	Ceco Steel Products: Plant / Brown-Strauss Corporation	903707	SAME AS ENTRY FOR MAP I.D. 7.1
7.3	209-2452	3315	Yes	Feb-53	Ceco Steel Products: Plant / Brown-Strauss Corporation		
8	209-2453	3255	Yes	Apr-54	Permatex Corporation / Permatex Corporation	903705	SEC. 28, T10N, R25E; BEG 40FT S & 382.98FT W OF NE COR SE1/4; S 662.73FT, W 200FT, N 660FT, E 200.02FT TO POB CONTG 3.03AC M/L
9	209-2454	3341	No	Sep-57	Peerless Conveyor Company / Hydraulic Parts and Service	903705	SEC. 28, T10N, R25E; 7J-1 BEG 583FT W AND 375FT N OF SE COR NE1/4; N 155FT, E 200FT, S 90FT, SWLY 65.2FT, W 196FT TO POB, CONTG 0.71AC M/L
10	209-2455	3349	No	Jan-63	Hudson-Odum Tires / Environmental Solutions, Inc.	280700	SEC. 28, T10N, R25E; <b>Serrones Addition, L1</b>

Map ID No.	KS Historic Inventory No.	Street Address	Eligibility	Date of Construction	Original Occupant / Current Occupant	Parcel Number	Legal Description
<b>Miscellaneous Resources</b>							
N/A	N/A	Southern Star (KS) / Southern Star (MO)	No		Southern Star pipe lines are located within the APE on both sides of the Missouri River. May supply KS Gas Service with its gas supply.	N/A	N/A
N/A	N/A	KS Gas Service	No		Local customer service for KS / MO in the greater KC area.	N/A	N/A
N/A	N/A	Rail Road Lines	No		Union Pacific runs parallel to MO River. Missouri Pacific runs horizontally and parallel to industrial Blvd., south of the APE.	N/A	N/A
N/A	N/A	Levee	No	C. 1940s	The historic portion may have been destroyed.	N/A	N/A
N/A	N/A	Drainage lines	No	C. 1920-1940		N/A	N/A



**LEGEND**

- APE
  - Argosy Parkway Supplemental Study Areas
  - Ceco Steel Supplemental Study Area
  - 10 Building Map ID Numbers
- 0      250      500  
Feet



**Appendix-1**  
**Architectural Resources**  
**APE and Supplemental**  
**Study Areas**  
**Platte County, Missouri**  
**Wyandotte County, Kansas**  
**MoDOT**

**209-2444**  
**General Electric Corporation**  
**3260 N 7TH TRFY**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte

**Address:** 3260 N 7TH TRFY

**Address Remarks:** 3260 N. 7th Street Trafficway

**City:** Fairfax

**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**

**Latitude, Longitude 2:**

**Latitude, Longitude 3:**

**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** General Electric Corporation

**Alternate Name:**

**Historic Function:** Industry/Processing/Extraction

**Subcategory:** Manufacturing Facility

**Historic Function Remarks:** General Electric was contacted to inquire about the use of the property; however, details were not known.

**Present Function:** Vacant/Not in Use

**Subcategory:**

**Present Function Remarks:** The property, at the time of this writing, was vacant. Surface parking lot is in use for parking.

**Residential/Commercial/Religious Style:** Modern/Modern Movement

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:** Generally in good condition.

**Plan Form:** Irregular

**Commercial Building Type:** One-Part Commercial Block

**Roof Form:** Flat

**Stories:** 1

**Condition:** Good

**Principal Material:** Brick

**Material and Condition Remarks:** Contrasting buff and red brick. Entry is embellished; generally, fenestration if original.

**Architect/Designer/Builder:** Charles E. Keyser

**Year of Construction:** 1956

**Certainty:** Documented

**Date Notes:** Kansas City, Kansas architectural histories includes Keyser's biography (Larry Hancks and Cydney Millstein, authors)

**General Remarks:** Keyser was responsible for at least 18 buildings in the Fairfax Industrial District.

**Ancillary Structures:** None

**Ancillary Structure Remarks:**

## REGISTER STATUS:

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

## SURVEY INFORMATION:

### Survey 1

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

## IMAGES & DOCUMENTS



Main facade (east); view looking southwest

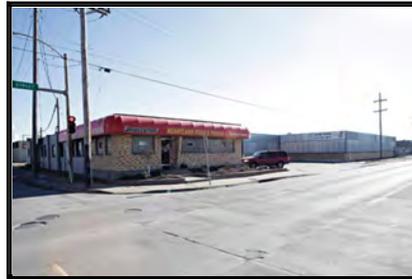


3260 Kindleberger Road

Top: Main or east façade; view facing northwest

Bottom: North façade; view facing southwest

**209-2443**  
**Midwest Conveyer Company**  
**3299 N 7TH TRFY**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte

**Address:** 3299 N 7TH TRFY

**Address Remarks:** North 7th Street Trafficway

**City:** Fairfax

**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**

**Latitude, Longitude 2:**

**Latitude, Longitude 3:**

**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** Midwest Conveyer Company

**Alternate Name:**

**Historic Function:** Industry/Processing/Extraction

**Subcategory:** Manufacturing Facility

**Historic Function Remarks:**

**Present Function:** Commerce/Trade

**Subcategory:** Business

**Present Function Remarks:**

**Residential/Commercial/Religious Style:** Modern/Modern Movement

**Secondary Style:**

**Barn Type:**

**Bridge Type:**

**Physical Description/Remarks:** Buff brick one-story industrial (original use) building has been modified over the years

**Plan Form:** Irregular

**Commercial Building Type:** One-Part Commercial Block

**Roof Form:** Flat

**Stories:** 1

**Condition:** Good

**Principal Material:** Brick

**Material and Condition Remarks:** The original portion of the building displays a brick exterior; the addition was constructed with a metal exterior.

**Architect/Designer/Builder:** unknown

**Year of Construction:** 1937

**Certainty:** Documented

**Date Notes:** Modified in 1960

**General Remarks:** Research, to date, has not uncovered an architectural firm associated with this property.

**Ancillary Structures:** None

**Ancillary Structure Remarks:** N/A

#### REGISTER STATUS:

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

#### SURVEY INFORMATION:

**Survey 1**

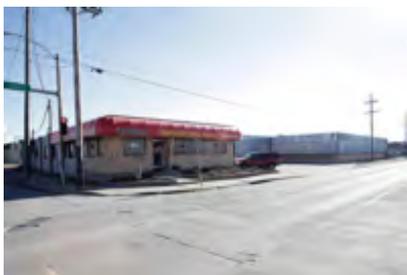
**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

#### IMAGES & DOCUMENTS



Main facade and addition; view facing southeast

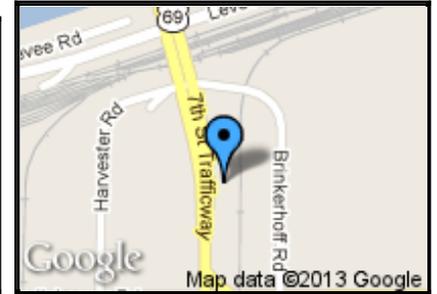


3299 N. 7<sup>th</sup> St. Trafficway

Top: Main or west façade; view facing southeast

Bottom: East façade; view facing southwest

209-2445  
 N/A  
 3327 N 7TH TRFY  
 Fairfax



**LOCATION:**

**County:** Wyandotte

**Address:** 3327 N 7TH TRFY

**Address Remarks:** 3327 N. 7th Street Trafficway

**City:** Fairfax

**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**

**Latitude, Longitude 2:**

**Latitude, Longitude 3:**

**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** N/A

**Alternate Name:**

**Historic Function:** Not Applicable

**Subcategory:**

**Historic Function Remarks:**

**Present Function:** Commerce/Trade

**Subcategory:** Business

**Present Function Remarks:** Appears that this property and 3341 are affiliated with rifles and rifle range

**Residential/Commercial/Religious Style:** Not Applicable/No Style

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:** Butler Building type of construction

**Plan Form:** Rectangle

**Commercial Building Type:** Not Applicable

**Roof Form:** Flat

**Stories:** 1

**Condition:** Good

**Principal Material:** Metal

**Material and Condition Remarks:**

**Architect/Designer/Builder:** Unknown

**Year of Construction:** 1971

**Certainty:** Documented

**Date Notes:** The Board of Public Utilities provided the date of construction

**General Remarks:**

**Ancillary Structures:** None

**Ancillary Structure Remarks:**

**REGISTER STATUS:**

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

**SURVEY INFORMATION:**

**Survey 1**

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

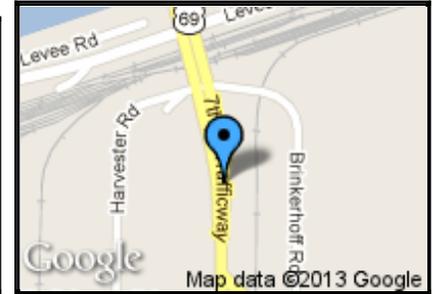
**Survey Date:** 12/19/2012

**IMAGES & DOCUMENTS**



South and west facades; view facing northeast

**209-2446**  
**N/A**  
**3341 N 7TH TRFY**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte

**Address:** 3341 N 7TH TRFY

**Address Remarks:** 3341 N. 7th Street Trafficway

**City:** Fairfax

**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**

**Latitude, Longitude 2:**

**Latitude, Longitude 3:**

**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** N/A

**Alternate Name:**

**Historic Function:** Not Applicable

**Subcategory:**

**Historic Function Remarks:**

**Present Function:** Commerce/Trade

**Subcategory:** Business

**Present Function Remarks:** Appears to be used as a rifle range and gun sales

**Residential/Commercial/Religious Style:** Not Applicable/No Style

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:** Butler Building construction

**Plan Form:** Rectangle

**Commercial Building Type:** Other

**Roof Form:** Flat

**Stories:** 1

**Condition:** Excellent

**Principal Material:** Metal

**Material and Condition Remarks:**

**Architect/Designer/Builder:** Unknown

**Year of Construction:** 1971

**Certainty:** Documented

**Date Notes:** The Board of Public Utilities provided the date of construction

**General Remarks:**

**Ancillary Structures:** None

**Ancillary Structure Remarks:** N/A

**REGISTER STATUS:**

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

**SURVEY INFORMATION:**

**Survey 1**

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

**IMAGES & DOCUMENTS**



3327 and 3341 7th Street Trafficway;  
view facing northwest



Top: 3327 and 3341 N. 7<sup>th</sup> St. Trafficway

Bottom: 3327 N. 7<sup>th</sup> St. Trafficway



3327 and 3341 N. 7<sup>th</sup> St. Trafficway

Top: West and south facades; view facing northeast

Bottom: View from UP Tracks south of Kindleberger Road; facing north

**209-2447**  
**The Peterson Corporation**  
**601 KINDLEBERGER RD**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte  
**Address:** 601 KINDLEBERGER RD

**Address Remarks:**  
**City:** Fairfax  
**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**  
**Latitude, Longitude 2:**  
**Latitude, Longitude 3:**  
**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** The Peterson Corporation

**Alternate Name:**

**Historic Function:** Commerce/Trade

**Subcategory:** Business

**Historic Function Remarks:**

**Present Function:** Commerce/Trade

**Subcategory:** Business

**Present Function Remarks:** The Dupont Company currently occupies this building

**Residential/Commercial/Religious Style:** Not Applicable/No Style

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:**

**Plan Form:** Rectangle

**Commercial Building Type:** Not Applicable

**Roof Form:** Flat

**Stories:** 1

**Condition:** Excellent

**Principal Material:** Metal

**Material and Condition Remarks:** Brick and metal

**Architect/Designer/Builder:** Unknown

**Year of Construction:** 1950

**Certainty:** Documented

**Date Notes:** This property was remodeled at an unknown date

**General Remarks:**

**Ancillary Structures:** None

**Ancillary Structure Remarks:** N/A

## REGISTER STATUS:

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

## SURVEY INFORMATION:

### Survey 1

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

## IMAGES & DOCUMENTS



North and west facades; view facing southeast

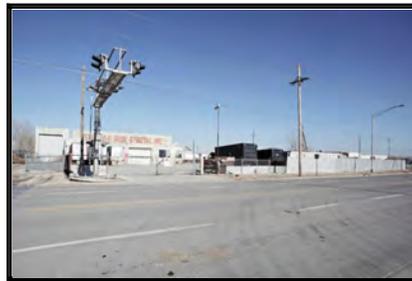


601 Kindleberger Road

Top: North and west facades; view facing southeast

Bottom: South and west facades; view facing northeast

**209-2448**  
**Pure Carbonic Air Reduction**  
**700 KINDLEBERGER RD**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte  
**Address:** 700 KINDLEBERGER RD

**Address Remarks:**  
**City:** Fairfax  
**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**  
**Latitude, Longitude 2:**  
**Latitude, Longitude 3:**  
**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** Pure Carbonic Air Reduction

**Alternate Name:**

**Historic Function:** Industry/Processing/Extraction

**Subcategory:** Manufacturing Facility

**Historic Function Remarks:**

**Present Function:** Industry/Processing/Extraction

**Subcategory:** Processing Site

**Present Function Remarks:** Shostak is a recycling center for metals, etc.

**Residential/Commercial/Religious Style:** Not Applicable/No Style

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:** This complex has been altered over the years.

**Plan Form:** Irregular

**Commercial Building Type:** Not Applicable

**Roof Form:** Flat

**Stories:** 1

**Condition:** Fair

**Principal Material:** Concrete

**Material and Condition Remarks:**

**Architect/Designer/Builder:** Unknown

**Year of Construction:** 1950

**Certainty:** Documented

**Date Notes:** Board of Public Utilities provided the date of construction

**General Remarks:**

**Ancillary Structures:** Outbuilding

**Ancillary Structure Remarks:** Several outbuildings are located at this site

**REGISTER STATUS:**

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

**SURVEY INFORMATION:**

**Survey 1**

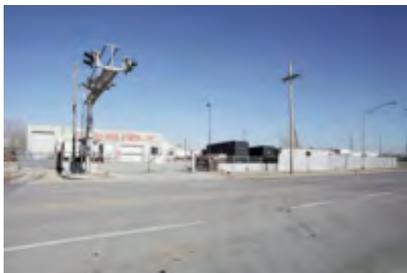
**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

**IMAGES & DOCUMENTS**



Man or south facade; view looking northeast



700 Kindleberger Road

Top: South façade; view facing northeast

Bottom: General view from UP RR Tracks; view facing northeast

(Note: the property was not accessible from other directions)

**209-2449**  
**Kansas City Supply Company**  
**720/750 KINDLEBERGER RD**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte  
**Address:** 720/750 KINDLEBERGER RD

**Address Remarks:**  
**City:** Fairfax  
**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**  
**Latitude, Longitude 2:**  
**Latitude, Longitude 3:**  
**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** Kansas City Supply Company  
**Alternate Name:**  
**Historic Function:** Commerce/Trade  
**Subcategory:** Business

**Historic Function Remarks:**  
**Present Function:** Vacant/Not in Use  
**Subcategory:**

**Present Function Remarks:**

**Residential/Commercial/Religious Style:** Not Applicable/No Style  
**Secondary Style:** Not Applicable/No Style  
**Barn Type:** Not Applicable  
**Bridge Type:** Not Applicable

**Physical Description/Remarks:**  
**Plan Form:** Irregular  
**Commercial Building Type:** Not Applicable  
**Roof Form:** Vault with Parapet  
**Stories:** 2  
**Condition:** Fair  
**Principal Material:** Concrete

**Material and Condition Remarks:**

**Architect/Designer/Builder:** Unknown

**Year of Construction:** 1953

**Certainty:** Documented

**Date Notes:** Appears to have been substantially modified over the years

**General Remarks:** Board of Public Utilities provided the construction date

**Ancillary Structures:** None

**Ancillary Structure Remarks:**

**REGISTER STATUS:**

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

**SURVEY INFORMATION:**

**Survey 1**

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

**IMAGES & DOCUMENTS**



South (main) and east facades; view facing northwest



720 Kindleberger Road

Top: South or main façade; view facing north

Bottom: West façade facing Harvester Road; view facing east

**209-2450**  
**Ceco Steel Products**  
**820 KINDLEBERGER**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte

**Address:** 820 KINDLEBERGER

**Address Remarks:**

**City:** Fairfax

**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**

**Latitude, Longitude 2:**

**Latitude, Longitude 3:**

**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** Ceco Steel Products

**Alternate Name:**

**Historic Function:** Industry/Processing/Extraction

**Subcategory:** Manufacturing Facility

**Historic Function Remarks:** This building was used as an office building for Ceco Steel Products

**Present Function:** Industry/Processing/Extraction

**Subcategory:** Manufacturing Facility

**Present Function Remarks:** Brown Strauss manufactures steel, as did the original occupant

**Residential/Commercial/Religious Style:**

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:**

**Plan Form:** Rectangle

**Commercial Building Type:** Not Applicable

**Roof Form:** Flat

**Stories:** 1

**Condition:** Excellent

**Principal Material:** Brick

**Material and Condition Remarks:**

**Architect/Designer/Builder:** Unknown

**Year of Construction:** 1967

**Certainty:** Documented

**Date Notes:**

**General Remarks:** Board of Public Utilities provided the date of construction

**Ancillary Structures:**

**Ancillary Structure Remarks:** This is the office portion for the larger manufacturing facility placed directly to the north.

**REGISTER STATUS:**

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

**SURVEY INFORMATION:**

**Survey 1**

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

**IMAGES & DOCUMENTS**



Main or north facade; view facing south



820 Kindleberger Road (Part of the Ceco Steel Complex; see additional buildings on Harvester Road).

Top: Ceco Steel Complex; view facing northwest

Bottom: 820 Kindleberger Road. North façade; view facing southeast

**209-2452**  
**Ceco Steel Products**  
**3315 HARVESTER RD**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte

**Address:** 3315 HARVESTER RD

**Address Remarks:**

**City:** Fairfax

**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**

**Latitude, Longitude 2:**

**Latitude, Longitude 3:**

**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** Ceco Steel Products

**Alternate Name:**

**Historic Function:** Industry/Processing/Extraction

**Subcategory:** Manufacturing Facility

**Historic Function Remarks:** Although this does have a different address, the building appears to be an ancillary structure to the main manufacturing plant.

**Present Function:** Industry/Processing/Extraction

**Subcategory:** Manufacturing Facility

**Present Function Remarks:**

**Residential/Commercial/Religious Style:** Not Applicable/No Style

**Secondary Style:** Not Applicable/No Style

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:**

**Plan Form:** Rectangle

**Commercial Building Type:** Not Applicable

**Roof Form:** Gable

**Stories:** 3

**Condition:** Good

**Principal Material:** Metal

**Material and Condition Remarks:**

**Architect/Designer/Builder:** Winn-Senter Construction Company

**Year of Construction:** 1953

**Certainty:** Documented

**Date Notes:** Mid-West Contractor 103 (May 13, 1953), 67.

**General Remarks:**

**Ancillary Structures:** None

**Ancillary Structure Remarks:** See above

**REGISTER STATUS:**

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

**SURVEY INFORMATION:**

**Survey 1**

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

**IMAGES & DOCUMENTS**



Portion of the east and south facades; view facing northwest



3115 Harvester Road

Top: South façade; view facing north

Bottom: South and west facades; view facing northwest



3115 and 3315 Harvester Road

South and east facades; view facing northwest

**209-2453**  
**Permatex**  
**3255 HARVESTER RD**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte  
**Address:** 3255 HARVESTER RD

**Address Remarks:**  
**City:** Fairfax  
**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**  
**Latitude, Longitude 2:**  
**Latitude, Longitude 3:**  
**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** Permatex

**Alternate Name:**

**Historic Function:** Industry/Processing/Extraction

**Subcategory:** Manufacturing Facility

**Historic Function Remarks:** Permatex manufactures automotive sealants.

**Present Function:** Vacant/Not in Use

**Subcategory:**

**Present Function Remarks:**

**Residential/Commercial/Religious Style:** Modern/Modern Movement

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:**

**Plan Form:** Irregular

**Commercial Building Type:** Other

**Roof Form:** Flat

**Stories:** 2

**Condition:** Good

**Principal Material:** Metal

**Material and Condition Remarks:** Metal, brick and glass. The administration portion of the building features a brick facade.

**Architect/Designer/Builder:** attributed to Charles E. Keyser

**Year of Construction:** 1954

**Certainty:** Documented

**Date Notes:**

**General Remarks:** Charles E. Keyser designed over 18 buildings in the Fairfax Industrial District. His design for the General Electric Building and Sunshine Biscuit Company are similar in mass, scale, design and use.

**Ancillary Structures:** Outbuilding

**Ancillary Structure Remarks:** Two metal, gable-foored buildings are located to the south of the main building

#### REGISTER STATUS:

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

#### SURVEY INFORMATION:

**Survey 1**

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

#### IMAGES & DOCUMENTS



Main or south facade; view facing northeast



West facades; view facing southeast



3255 Harvester Road

Top: Main or west façade; view facing northeast

Bottom: Main façade; view facing east

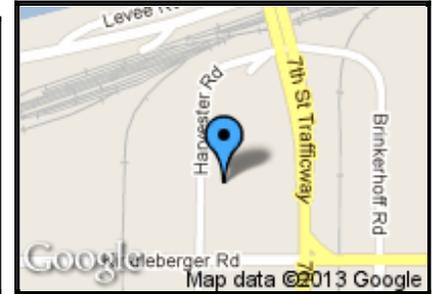


3255 Harvester Road

Top: Main and north facades; view facing southeast

Bottom: Ancillary buildings to the south of the main building

**209-2454**  
**Peerless Conveyer Company**  
**3341 HARVESTER RD**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte  
**Address:** 3341 HARVESTER RD

**Address Remarks:**  
**City:** Fairfax  
**Zip:** 66115

**Parcel ID:**  
**Legal Description:**

**Legal Description Remarks:**  
**Latitude, Longitude 1:**  
**Latitude, Longitude 2:**  
**Latitude, Longitude 3:**  
**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** Peerless Conveyer Company

**Alternate Name:**

**Historic Function:** Commerce/Trade

**Subcategory:**

**Historic Function Remarks:**

**Present Function:** Commerce/Trade

**Subcategory:**

**Present Function Remarks:** Hydraulic Parts and Service

**Residential/Commercial/Religious Style:** Not Applicable/No Style

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:** This property has been modified several times.

**Plan Form:** Irregular

**Commercial Building Type:** Not Applicable

**Roof Form:** Gable-Front

**Stories:** 1

**Condition:** Fair

**Principal Material:** Concrete

**Material and Condition Remarks:** Metal and concrete block, with face brick

**Architect/Designer/Builder:** Unknown

**Year of Construction:** 1957

**Certainty:** Documented

**Date Notes:**

**General Remarks:** Board of Public Utilities provided the date of construction

**Ancillary Structures:** None

**Ancillary Structure Remarks:**

## REGISTER STATUS:

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

## SURVEY INFORMATION:

**Survey 1**

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2012

## IMAGES & DOCUMENTS



Main (west) and north facades; view facing southeast

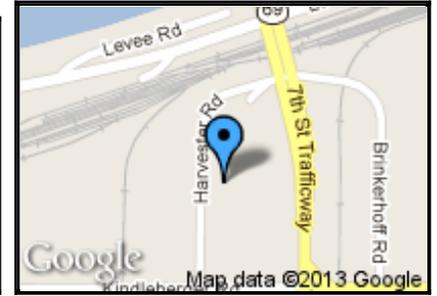


3341 Harvester Road

Top: West or main facade; view facing east

Bottom: West and north facades; view facing southeast

**209-2455**  
**Hudson-Odum Tires**  
**3349 HARVESTER RD**  
**Fairfax**



**LOCATION:**

**County:** Wyandotte  
**Address:** 3349 HARVESTER RD

**Address Remarks:**  
**City:** Fairfax  
**Zip:** 66115

**Parcel ID:**

**Legal Description:**

**Legal Description Remarks:**

**Latitude, Longitude 1:**  
**Latitude, Longitude 2:**  
**Latitude, Longitude 3:**  
**Latitude, Longitude 4:**

**Datum:** WGS84

**DESCRIPTION:**

**Historic Name:** Hudson-Odum Tires

**Alternate Name:**

**Historic Function:** Commerce/Trade

**Subcategory:**

**Historic Function Remarks:**

**Present Function:** Commerce/Trade

**Subcategory:**

**Present Function Remarks:**

**Residential/Commercial/Religious Style:** Not Applicable/No Style

**Secondary Style:**

**Barn Type:** Not Applicable

**Bridge Type:** Not Applicable

**Physical Description/Remarks:**

**Plan Form:** Rectangle

**Commercial Building Type:** Not Applicable

**Roof Form:** Flat

**Stories:** 1

**Condition:** Fair

**Principal Material:** Other

**Material and Condition Remarks:**

**Architect/Designer/Builder:** Unknown

**Year of Construction:** 1963

**Certainty:** Documented

**Date Notes:**

**General Remarks:** Board of Public Utilities provided data on this property

**Ancillary Structures:**

**Ancillary Structure Remarks:** One building placed to the north appears to be associated with this complex

**REGISTER STATUS:**

**Listed in State Register:**

**Date of State Listing:**

**Listed in National Register:**

**Date of National Listing:**

**Historic District:**

**Demolished:**

**Date Demolished (if applicable):**

**Potentially Eligible for National Register:**

**Register Status Remarks:**

**SURVEY INFORMATION:**

**Survey 1**

**Survey Project Name:** U.S. 69 Bridges Over the Missouri River

**Sequence Number:**

**Surveyed By:** C. Millstein

**Survey Date:** 12/19/2013

**IMAGES & DOCUMENTS**



Streetscape; main or west facades,  
view facing east, southeast



West facade of main office building;  
view facing east



3349 Harvester Road

Top: View of the west or main facades of the complex; facing northeast

Bottom: West facades; view facing east

# U.S. 69 Bridges Over the Missouri River EA Cultural Resources Technical Report

MoDOT Job No. J4P2279B

KDOT Project No. 169-105 KA-2838-01

Federal Aid No. NHPP-A2328(801)

## Eligible Properties Adjacent to the APE

**Author: Cydney Millstein; Architectural & Historical Research, LLC  
February 27, 2013**

### **The General Electric Building**

3260 7<sup>th</sup> Street Trafficway (MAP ID #1; KS Inventory # 209-2444)

Constructed in 1956

Architect: Charles E. Keyser

One historic building.

Originally constructed by the General Electric Company, this one story building, designed in the Moderne style, features contrasting brick, original industrial sash fenestration, and a main entry which projects from the main façade. The placement of the main entry is original yet the storefront windows have been replaced over the years. Roof is flat and foundation appears to be concrete. The main façade faces east and is accessed by a series of concrete steps off a large, surface parking lot. Despite minor additions to the property, the building retains its historic integrity of location, design, setting, materials, workmanship, feeling, and association. It appears to be eligible for listing in the National Register of Historic Places under Criteria A and C in the areas of Industry and Architecture. Constructed for the General Electric Corporation in 1956, it was one of the key industries in the northeastern section of the Fairfax Industrial District that helped to launch the area as the location of major, nationally ranked industries. Designed by the prominent local architect Charles Edward Keyser (1895-1956), the building is a representative example of his work in Wyandotte County, specifically the many industrial buildings that he designed for the **Kansas City Industrial Land Company. Because of his work in Fairfax, "Keyser came to be recognized as an expert on warehousing and industrial facilities, noted for the long, sleek 'Moderne' lines of his industrial buildings. He was recognized as the principal architect in the Fairfax area.**<sup>1</sup> It may be logical to prepare a Multiple Property Documentation form on the industrial work of Charles Keyser.

The period of significance is 1956 through 1963, from the date of construction through the arbitrary 50-year cut-off date.

The nominated property includes the entire parcel historically associated with the General Electric Building, Fairfax, Wyandotte County, Kansas.

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<sup>1</sup> Larry K. Hancks, "Architects in Kansas City, Kansas," Files, Department of Development, Planning and Zoning. September 1994. Section on Charles Keyser, 1-15.

# **U.S. 69 Bridges Over the Missouri River EA Cultural Resources Technical Report**

**MoDOT Job No. J4P2279B**

**KDOT Project No. 169-105 KA-2838-01**

**Federal Aid No. NHPP-A2328(801)**

## **Eligible Properties Adjacent to the APE**

**Author: Cydney Millstein; Architectural & Historical Research, LLC  
February 27, 2013**

### **Permatex Corporation Building**

3255 Harvester Road (*MAP ID #8; KS Inventory # 209-2453*)

Constructed in 1954

Attributed to Charles E. Keyser

One historic building with two associated structures.

Built for Permatex Corporation in 1954. This industrial facility is comprised of a buff brick, one/two story administration section at the west façade combined with a two story metal industrial/manufacturing unit attached to the east of the admin unit. Generally in good condition, the building retains the majority its historic integrity of location, design, setting, materials, workmanship, feeling, and association. It appears to be eligible for listing in the National Register of Historic Places under Criteria A and C in the areas of Industry and Architecture. In addition, there are two gable roofed, metal outbuildings to the south of the main building that are contributing resources. The company, which originally manufactured a shellac design to bind bicycle tires to their rim, is still in the industrial production of sealants for automotive and other engine-related applications with offices located in West Palm Beach, Florida. **Due to the overwhelming presence of Charles Keyser's** designs associated with the Kansas City Industrial Land Company and the general architectural vocabulary of this large, modern facility, more than likely, this building was the work of Keyser and his firm.

The period of significance is 1954 through 1963, from the date of construction through the arbitrary 50-year cut-off date.

The nominated property includes the entire parcel historically associated with the Permatex Building, Fairfax, Wyandotte County, Kansas.

# U.S. 69 Bridges Over the Missouri River EA Cultural Resources Technical Report

MoDOT Job No. J4P2279B

KDOT Project No. 169-105 KA-2838-01

Federal Aid No. NHPP-A2328(801)

## Eligible Properties Adjacent to the APE

**Author: Cydney Millstein; Architectural & Historical Research, LLC  
February 27, 2013**

### **Ceco Steel Products Corporation**

820 Kindleberger Road (MAP ID #7.1, KS Inventory #209-2450)

includes 3115 Harvester Road (MAP ID #7.2, KS Inventory #209-2450)

and 3315 Harvester Road (MAP ID #7.3, KS Inventory 209-2452)

Constructed in 1953

Architect: "Own Plans."

Engineer: O. L. Davis, District Engineer

Builder: Winn-Senter Construction Company

The complex includes one main building and two additional contributing properties.

Constructed in 1953 for Ceco Steel, the complex includes a prominent two-story metal, 60,000 square foot fabricating and warehouse facility (1953),<sup>2</sup> a three-story ancillary warehouse and plant built in 1953 and a one-story office building adjacent to Kindleberger Road, constructed in 1963. The main warehouse building, the focus of this complex, with its curtain wall design, retains its historic integrity of location, design, setting, materials, workmanship, feeling, and association. This curtain wall building, in addition to the metal warehouse facility and office building appear to be eligible for listing in the National Register of Historic Places under Criteria A and C in the areas of Industry and Architecture. Founded by C. Louis Meyer in 1912, Ceco began as a sales agent for the fabricated reinforcing bar and clay tile industry used in the construction trade. Subsequently, Meyer invented a concrete construction system using steel forms that could be removed and reused over and over. Called the Meyer Steelform, the product was a success and in the 1920s, Ceco expanded their products including galvanized sheet steel building materials. As Ceco continued to expand, they became involved as subcontractors in the construction of major landmarks including the Golden Gate Bridge and the Lincoln Tunnel. Ceco produced more than 100,000 tons of steel mats used for Allied aircraft landings on remote islands. Another decade of growth occurred in the 1950s, which prompted Ceco to expand its facilities to more than 20 warehouses and 24 offices across the county.<sup>3</sup>

The facility at 3115 Harvester was built during this period of growth and expansion. B-S Steel of Kansas purchased the buildings c. 1985-1990. In 2009, Brown Strauss, who began their business in Kansas City, purchased B-S Steel. Their offices remain at this location.<sup>4</sup> Architecturally, the main warehouse building reflects an era of Modern warehouse design that remains a vanishing property type. To date, the architects of the main, curtain wall-designed facility and the one-story office building are not known; however Winn-Senter Construction Company, Kansas City, constructed the metal fabricated warehouse.

The period of significance is 1953 through 1963, from the date of construction through the arbitrary 50-year cut-off date. The nominated property includes the entire parcel historically associated with the Ceco Steel Products Building Corporation, Fairfax, Wyandotte County, Kansas.

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<sup>2</sup> *Mid-West Contractor* 103 (May 13, 1953), 67. According to the entry, Ceco provided plans for the building.

<sup>3</sup> Ceco Steel Products Corporation website:

[http://www.cecoconcrete.com/AboutCeco/files/ENR\\_0416\\_AnniversariesCECO.pdf](http://www.cecoconcrete.com/AboutCeco/files/ENR_0416_AnniversariesCECO.pdf) accessed February 18, 2013.

<sup>4</sup> Phone interview with administration at Brown Strauss and Cydney Millstein, February 18, 2013

Although the property is located beyond the APE, it was noted during the architectural survey and preliminary study investigations indicate it may fulfill eligibility criteria for listing in the NRHP.



Burns & McDonnell World Headquarters  
9400 Ward Parkway  
Kansas City, MO 64114  
Phone: 816-333-9400  
Fax: 816-333-3690  
[www.burnsmcd.com](http://www.burnsmcd.com)

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**APPENDIX C-3**  
**Memorandum of Agreement and Information to Accompany**

## **MEMORANDUM OF AGREEMENT FOR MITIGATION OF ADVERSE EFFECTS**

**TO HISTORIC PROPERTY:** The Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) on State Route (U.S.) 69 crossing the Missouri River in Platte County, Missouri, and Wyandotte County, Kansas

**UNDERTAKING:** Replacement of the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) over the Missouri River, Platte County, Route 69, MoDOT Job No. J4P2279B and KDOT Project No. 169-105 KA-2838-01

**STATES:** Missouri and Kansas

**AGENCY:** Federal Highway Administration

**WHEREAS**, the Federal Highway Administration (FHWA) has determined that the replacement of the Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) will have an adverse effect on the bridges, which have been determined eligible for inclusion to the National Register of Historic Places (NRHP), and has consulted with the Missouri State Historic Preservation Office (SHPO) and the Kansas Historical Society (KHS) pursuant to the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

**WHEREAS**, the FHWA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination and the Council has

chosen to not participate in this Memorandum of Agreement (MOA); and

**WHEREAS**, the Missouri Highways and Transportation Commission (MHTC), acting by and through the Missouri Department of Transportation (MoDOT), has been invited to participate in the preparation of and be a signatory to this MOA; and

**WHEREAS, to the best of the FHWA's knowledge and belief, no human remains, associated or unassociated funerary objects or sacred objects, or objects of cultural patrimony as defined in the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001), are expected to be encountered; and**

**NOW, THEREFORE**, FHWA and the Missouri SHPO agree that the undertaking shall be implemented in accordance with the following stipulations.

### STIPULATIONS

- I. The MHTC, acting by and through MoDOT, will develop documentation for Bridges K0456 and A0450 to the following specifications:
  - A. 8 x10 inch high-resolution black and white digital (Tag Image File Format, TIFF) images printed on archival paper sufficient to fully document overall views and details of the historic bridges. Photographs will be taken and processed according to standards for photographs accompanying National Register of Historic Places documentation. Digital compact discs with all selected views will be provided. Selection of photographic images shall be made in consultation with the Missouri SHPO.
  - B. A historic narrative describing the history and significance of the bridges.

- C. A copy of the original construction plans for the historic bridges.
  - D. The final documentation shall be provided to the Missouri and Kansas SHPOs along with archival digital compact discs (CDs) containing the TIFF images and report in the Portable Document Format (PDF). An additional copy shall be provided to an appropriate local library or historical group both in Missouri and Kansas, and retained by MoDOT. Electronic files of the final documentation also will be available to others upon request.
- II. The MHTC, acting by and through MoDOT, shall consult with the Missouri SHPO to determine the appropriate approach and method for marketing Bridges K0456 and A0450 as per the Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA) Section 123(f). A waiver of advertisement also will be discussed. The MHTC, acting by and through MoDOT; the Missouri SHPO; and the FHWA shall agree to the approach and method prior to implementation.
- If ownership of the bridge(s), or portion thereof, is transferred to another party, the transfer deeds may include preservation covenants that require the new owner to move and maintain the bridges **in accordance with the "Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings."** The proposed reuse plan and specifications will be forwarded to FHWA for review and approval in consultation with the SHPO; and MHTC, acting
- by and through MoDOT. If no party is found to take possession of the existing bridges, they may be removed.
- III. If modifications to the project activities result in an adverse effect to any NRHP eligible archaeological site, the FHWA shall consult with the SHPO and appropriate Indian Tribes to resolve the adverse effects, consistent with guidance provided in 36 CFR § 800.6, through the implementation of an Archaeological Data Recovery Plan(s) **developed in accordance with the Council "Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites" (64 FR 27085-87 published in the Federal Register on May 18, 1999), the Council's Handbook on Treatment of Archaeological Properties, and the Secretary of the Interior's Standards for Archaeological Documentation;** and
- IV. Within one year after carrying out the terms of the MOA, the FHWA shall provide to all signatories a written report regarding the actions taken to fulfill the terms of the agreement.
- V. If any signatory proposes that this agreement be amended, the FHWA shall consult with the other parties of this agreement. Said amendment shall be in writing, governed in accordance with 36 CFR 800.6, and executed by all parties to the Memorandum of Agreement.
- VI. If any signatory determines the terms of the MOA cannot be carried out, the signatories shall consult to seek amendment. If the MOA is not amended any signatory may terminate it. If the MOA is terminated, the FHWA shall execute a new MOA or request the comments of the Council.
- VII. A signed copy of this MOA will be provided to each signatory, and one copy will be transmitted to the Council for inclusion in their files.
- VIII. Failure to carry out the terms of this MOA requires that the FHWA again request the comments of the Council in accordance with 36 CFR Part 800. If FHWA cannot carry

out the terms of the agreement, it shall not take or sanction any action or make any irreversible commitment that may affect historic properties until such time as the Council has been given the opportunity to comment on the full range of project alternatives which might avoid or mitigate any adverse effects.

- IX. This agreement shall be null and void if its terms are not carried out within five (5) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms.

Execution of this Memorandum of Agreement, and carrying out its terms, evidences that the FHWA has afforded the Council an opportunity to comment on the replacement of the Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) and the project effects on historic properties, and that FHWA has taken into account the effects of the project on historic properties, in accordance with Section 106 of the National Historic Preservation Act.

**Signed:**

**FEDERAL HIGHWAY ADMINISTRATION:**

**By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Title:** \_\_\_\_\_

**THE MISSOURI STATE HISTORIC PRESERVATION OFFICE:**

**By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Title:** \_\_\_\_\_

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION:**

**By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Title:** \_\_\_\_\_

**Attest:**

**Approved as to form:**

\_\_\_\_\_  
**Commission Secretary**

\_\_\_\_\_  
**Commission Counsel**

**INFORMATION TO ACCOMPANY  
THE MEMORANDUM OF AGREEMENT  
FOR MITIGATION OF ADVERSE EFFECTS**

**TO HISTORIC PROPERTY:** Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) on State Route (U.S.) 69 the Missouri River and the Union Pacific Railroad in Platte County, Missouri and Wyandotte County, Kansas.

**UNDERTAKING:** Replacement of the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) over the Missouri River, Platte County, Route 69, MoDOT Job No. J4P2279B and KDOT Project No. 169-105 KA-2838-01

**STATES:** Missouri and Kansas

**AGENCY:** Federal Highway Administration

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**1.0 PROJECT DESCRIPTION**

Missouri Department of Transportation (MoDOT) Project No. J4P2279B is an Environmental Assessment (EA) undertaken to improve the transportation infrastructure at the U.S. 69 crossing of the Missouri River while addressing the travel, access, and economic needs within and adjacent to the study area. Two separate bridges span the Missouri River, connecting the Fairfax Industrial District in Kansas City, Kansas on the south with Platte County and the city of Riverside, Missouri on the north. The study area extends from Kindleberger Road in Wyandotte County, Kansas north to I-635 in Platte County, Missouri.

To address the long-term transportation needs within the study area and the region, both bridges would be replaced by a new four-lane bridge located either upstream or along the approximate alignment of the existing bridges. The Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) are both nearing the end of their useful service lives. The 80-year old Fairfax Bridge is classified as structurally deficient. In addition it has substandard vertical clearances and lane widths, and is weight limited well below current commercial standards. MoDOT estimates that the Fairfax Bridge would need to be closed to traffic within the next five to seven years.

The 56-year old Platte Purchase Bridge is classified as functionally obsolete due to its substandard vertical clearances, narrow shoulders, and weight limitations well below current commercial standards. A major rehabilitation was performed on this structure in 1997, which included replacement of the bridge deck, a number of other structural repairs, and recoating of the truss steel. Numerous additional repairs and general maintenance activities have been performed on the bridge since 2003. MoDOT estimates that a major rehabilitation of the Platte Purchase Bridge will need to occur in the next five to seven years. The anticipated scope of this work would include deck repairs, structural repairs (i.e., bearing replacements and significant gusset plate repairs), sandblasting and recoating the steel, major substructure repairs, and the replacement of expansion joints. With this second major rehabilitation, the life of the bridge could possibly be extended to 2032 before it would need to be closed to traffic.

## ***U.S. 69 Bridges Over the Missouri River EA***

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The FHWA, MODOT, and KDOT began developing an Environmental Impact Statement (EIS) due to the potential controversy of an initial alternative that would reduce the physical capacity of the crossing from four travel lanes to two travel lanes. Based on traffic analyses and with consideration of stakeholder and public input received early in the study, this potentially controversial alternative was removed from further consideration and the study was reclassified from an EIS to an EA in December 2012.

### **2.0 PUBLIC INVOLVEMENT**

#### ***Newsletters***

In October 2012, an initial project newsletter was distributed to agencies and stakeholders and was made available for public review on the MoDOT Project Website and at the Pre-Location Public Meeting. A copy of Newsletter #1 is provided in Attachment B. A second newsletter will be distributed prior to holding the Location Public Hearing. Newsletter #2 will provide an overview of the alternative evaluation process leading to Alternative 3 being carried forward as the Preferred Alternative. The newsletter will also describe the on-going agency consultation as part the Section 106 process, review the reclassification of the study under NEPA from an EIS to an EA, and provide an updated project schedule.

#### ***Pre-Location Public Meetings – November 13, 2012***

A total of thirty-nine (39) people attended two pre-location public meetings at which the project statement of Purpose and Need and a series of initial conceptual alternatives were presented. Two separate meetings were conducted to optimize opportunities for attendance by the general public and the employment base in the Fairfax Industrial District. The first meeting was held at Central Solutions, 401 Funston Road in the Fairfax Industrial District of Kansas City, Kansas; from 11:00 a.m. to 1:00 p.m. The second meeting was conducted between 4:30 and 6:30 p.m. at the Riverside City Hall, 2950 NW Vivion Road, Riverside, Missouri.

Postcard invitations were sent to 500 addresses of adjacent property owners and renters. An advertisement was placed in the *Platte County Landmark*, *Platte County Citizen*, *KC Star-Northland Edition*, *Wyandotte County Daily News*, and *Dos Mundos*. An email was sent to various state and federal agencies and the membership of the Fairfax Industrial Association. A MoDOT news release was distributed and posted on the MoDOT website.

Meeting materials were also available for review via an on-line meeting hosted on the MoDOT website at [www.modot.org/kansascity](http://www.modot.org/kansascity). The on-line meeting was conducted from November 13 through November 29, 2012.

Comment cards were distributed at the public meetings. Comments regarding the bridges focused on their age, narrowness of the travel lanes and lack of shoulders, and the lack of safe non-motorized vehicle accommodation. Many commenters indicated their preference for a new four-lane bridge that would also accommodate a barrier-separated bicycle-pedestrian facility. None of the commenters indicated concerns regarding removal of either bridge.

Copies of the meeting handout, displays, and a summary of the comments received are provided in Attachment B.

## ***U.S. 69 Bridges Over the Missouri River EA***

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### ***Location Public Hearing***

The Location Public Hearing is scheduled for September 2013. The selection of the Preferred Alternative will not be finalized until substantive comments from resource agencies and from the Location Public Hearing are fully evaluated.

### **3.0 SUMMARY OF PREVIOUS WORK**

1979	Major repairs made to the Fairfax Bridge
1996	Clayton Fraser's Missouri Historic Bridge Survey had inventoried the Fairfax Bridge through which it was determined to be potentially NRHP eligible.
1997	Platte Purchase Bridge - Major rehabilitation project included redecking, new expansion joints, painting, substructure repairs and some structural steel repairs.
2008	Platte Purchase Bridge - structural steel repairs of the trusses were needed to combat deterioration. This type of minor rehabilitation involved the addition of steel plates and bolts to select members and their limited applicability did not affect the character-defining features of the bridge.
September 21, 2012	MoDOT issues Notice to Proceed with the EIS to the consultant team
October 24, 2012	MoDOT Presentation to Fairfax Industrial Association Members
November 13, 2012	Pre-Location Public Meetings (Fairfax Industrial District and City of Riverside)
November 14, 2012	Agency Coordination Meeting
January 18, 2013	MoDOT submits letter to KHS seeking concurrence on the Missouri SHPO taking the lead on consultation under Section 106 and in review of the eligibility determination of the Platte Purchase Bridge.
January 18, 2013	KHS responds/concurs with MoSHPO lead on the Section 106 process.
February 5, 2013	MoDOT/FHWA notify agencies of the reclassification of the Study from EIS to EA.
February 26, 2013	FHWA notifies tribes of the reclassification of the Study from EIS to EA.
February 28, 2013	MoDOT completes Section 106 study and submits Cultural Resources Technical Report to SHPO and KHS for review and comment.
March 5, 2013	Missouri SHPO concurs with determinations of eligibility for both the Fairfax and Platte Purchase Bridges and that both properties will be adversely affected.
March 7, 2013	KHS concurs with determinations of eligibility for both the Fairfax and Platte Purchase Bridges and that both properties will be adversely affected.

See Attachments B and C.

## ***U.S. 69 Bridges Over the Missouri River EA***

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### **4.0 DESCRIPTION OF THE HISTORIC PROPERTIES**

#### ***Fairfax Bridge***

The southbound Fairfax Bridge (K0456) was built in 1933-1935 to carry vehicular traffic over the Missouri River where no previous road or bridge was located. Although long desired, a crossing connecting Kansas and Missouri over the wide expanse of the river at this locale was not realized until adequate funds could be secured to build the bridge. The engineering firm Sverdrup and Parcel, from St. Louis, Missouri, designed the bridge. The Kansas City Bridge Company of Kansas City, Missouri, was the fabricator and contractor. The bridge was completed in 1934 for a cost of \$511,500 and operated as a toll bridge for almost two decades until the construction loan was paid off.



**Historic Fairfax Bridge (K0456)  
(in front, closed pier)**

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The bridge is comprised of 15 spans, measuring 2,595 feet in length. Its symmetrical design employs five steel Warren trusses that range from 301 to 474 feet each. From south to north, the Fairfax Bridge consists of three (3) steel wide flange I beams, three (3) simple **steel deck trusses**, and one (1) **301' steel simple Warren through trusses all constituting the approach span**; three (3) rigid-connected continuous cantilevered steel camelback Warren through trusses channel spans measuring 416, 474, and 416 feet respectively, creating the **main span**; one (1) **301' steel simple Warren through trusses**; three (3) **simple steel deck trusses**; and one (1) simple steel wide flange girder approach span. It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers. The bridge is 20 feet wide, curb-to-curb, and carries two lanes of one-way traffic.

The bridge was evaluated for its NRHP eligibility in 1996 and is included in *Missouri Historic Bridge Inventory*. Rated with a score of 62, it was considered possibly eligible for its significance as a monumental, multiple-span, **steel truss river crossing, a "superlative example of its type,"** that was among the first of a series of great river bridges for Missouri. More recent evaluations involving the MoDOT and the Missouri SHPO have affirmed the significance of the bridge, recognizing it as a historic property.

## ***U.S. 69 Bridges Over the Missouri River EA***

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### ***Platte Purchase Bridge***

Because of its age, the Platte Purchase Bridge was not included in the 1996 *Missouri Historic Bridge Inventory* which only examines bridges and culverts built before 1951; therefore, like other cultural resources in the project area, its historical significance required evaluation. The northbound Platte Purchase Bridge (A0450) was built as a sister bridge to the Fairfax Bridge in 1957 to increase traffic flow across the river.

Despite the twenty-three year gap in their creation, the two bridges appear like twins in scale, form, and materials - their central trusses aligning almost exactly when viewed in silhouette. Like the Fairfax Bridge, the Platte Purchase Bridge is comprised of 15 spans;

however, it is seven feet longer, for a total length of 2,602 feet. Other differences are notable in the approach spans, roadway width, and substructure. The symmetry of the **Fairfax Bridge design is echoed by the Platte's composition featuring five steel Warren trusses that range from 302 to 474 feet each.** From south to north, the **Platte Purchase Bridge consists of six (6) simple span, steel plate girders; one (1) 302' steel simple Warren through trusses forming the approach spans; three (3) rigid-connected continuous cantilevered camelback steel Warren through trusses measuring 417, 474, and 417 feet respectively and creating the main channel span; one (1) 302' steel simple Warren through trusses; and four (4) simple steel wide flange girder approach spans.** It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers. The bridge is 25 feet 10 inches wide, curb-to-curb, and carries two lanes of one-way traffic. As with the Fairfax Bridge, the Platte Purchase Bridge was designed by Sverdrup and Parcel, Inc., St. Louis, Missouri, and constructed by the Kansas City Bridge Company.

The Platte Purchase Bridge is among eleven surviving Missouri River bridges built during the 1950s. Formerly there were thirteen 1950s-era Missouri River bridges; however, one in North Dakota and one Missouri-Kansas bridge no longer exist. Three of the eleven extant 1950s Missouri River bridges are located in South Dakota; three serve both Nebraska and Iowa; three span the Kansas-Missouri borders, and two are in Missouri. Of these eleven bridges, four are Warren trusses, two of which are known to be historic bridges. The Forest City Bridge, a cantilevered Warren through truss in Dewey County, South Dakota, was erected from 1957 to 1959 and listed on the NRHP in 2001, although it was less than 50 years old at the time of its listing. The Blanchette Bridge in St. Louis, County Missouri, is a Warren through truss erected in 1958 that was determined eligible for listing on the NRHP in 2010. These two historic bridges, recognized for their engineering significance, have characteristics similar to the Platte Purchase Bridge.



**Historic Platte Purchase Bridge (A0450)**  
**(in front, open pier)**

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## ***U.S. 69 Bridges Over the Missouri River EA***

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Although the Platte Purchase Bridge is not as old and perhaps not as exceptional as the Fairfax Bridge, it is historically noteworthy in its own right. The Fairfax Bridge established the first highway crossing, while the Platte Purchase Bridge expanded the transportation corridor, providing an important auxiliary crossing to accommodate greater traffic and promote the local economy. Removed in time by more than two decades from the initial opening of the Fairfax Bridge, the Platte Purchase Bridge was built during the more prosperous postwar era, yet still depended on funding from sponsors and tolling. The design and construction methods used for the bridge were borrowed from the earlier structure, thus it was not an innovative, but rather a late example. While it may not rival the early **achievements of the Fairfax Bridge, it is MoDOT's opinion that the Platte Purchase Bridge** also fulfills NRHP eligibility criteria under Criterion C for its significance in the area of Engineering. Both bridges serve as monumental examples of steel truss construction crossing a major river and their cantilevered, camelback Warren through trusses represent a distinct form.

Like the Fairfax Bridge, the main span length of the Platte Purchase Bridge approaches nearly 500 feet and its overall length exceeds 2,500 feet. Multi-span truss structures like these are becoming rarer as deficient structures age and are candidates for replacement. While a number of major bridges (structures greater than 1,000 feet) exist in Missouri, few cantilever highway trusses over the Missouri River survive in Missouri. According to April **2012 data provided by MoDOT's Bridge Division, there are 27 major** through truss highway bridges in Missouri. Fourteen of these bridges cross the Missouri River, nine of these are 50 years old or greater. Without the Fairfax and Platte Purchase Bridges, the list would be reduced to seven major state bridges of this type (through truss Missouri River highway bridges more than 1,000 feet in length built in Missouri prior to 1964). Historic cantilever through truss bridges have been removed in Miami, Hermann, and St. Louis County (the Blanchette Bridge), while the Washington Bridge, the Daniel Boone Bridge in St. Louis-St. Charles counties, and the Amelia Earhart Bridge connecting Winthrop, Missouri and Atchison, Kansas, are slated for demolition.

The Platte Purchase Bridge has been altered little since it was erected in 1957. In 1997, a major rehabilitation project included redecking, new expansion joints, painting, substructure repairs and some structural steel repairs. In 2008, more structural steel repairs of the trusses were needed to combat deterioration. This type of minor rehabilitation involves the addition of steel plates and bolts to select members and their limited applicability does not affect the character-defining features of the bridge. The bridge is considered to retain its historic integrity of location, design, setting, materials, workmanship, feeling, and association, aspects which contribute to its eligibility for listing on the NRHP.

Both the Missouri SHPO (on March 5, 2013) and the Kansas SHPO (on March 7, 2013) **concurred with MoDOT's determinations of eligibility** for the Fairfax and Platte Purchase Bridges. Both structures are eligible for listing in the NRHP.

### **5.0 ADVERSE EFFECTS ON THE HISTORIC PROPERTIES**

This project will result in building a new four-lane bridge located either upstream or along the approximate alignment of the Fairfax and Platte Purchase Bridges and will remove both existing bridges. Both the Fairfax Bridge (K0456) and the Platte Purchase Bridge (A0450) are eligible for listing in the NRHP, and this action constitutes an "adverse effect" to both structures as described in 36 CFR 800.5 (a) (1) of the National Historic Preservation Act.

## **6.0 SUMMARY OF ALTERNATIVE COURSES OF ACTION**

In addition to the No-Build Alternative, three Build Alternatives were initially developed for consideration. Additional information on the development and evaluation of alternatives is provided in the Alternative Analysis included in Attachment D.

**Alternative 1 – Remove Historic Fairfax Bridge and Retain Platte Purchase Bridge to Carry Two-Way Traffic** - Alternative 1 would remove the Fairfax Bridge and retain the Platte Purchase Bridge with maintenance and repairs continued until a point in the future when maintenance is no longer cost-effective and the bridge would need to be replaced. The Platte Purchase Bridge would carry two-way, head-to-head traffic.

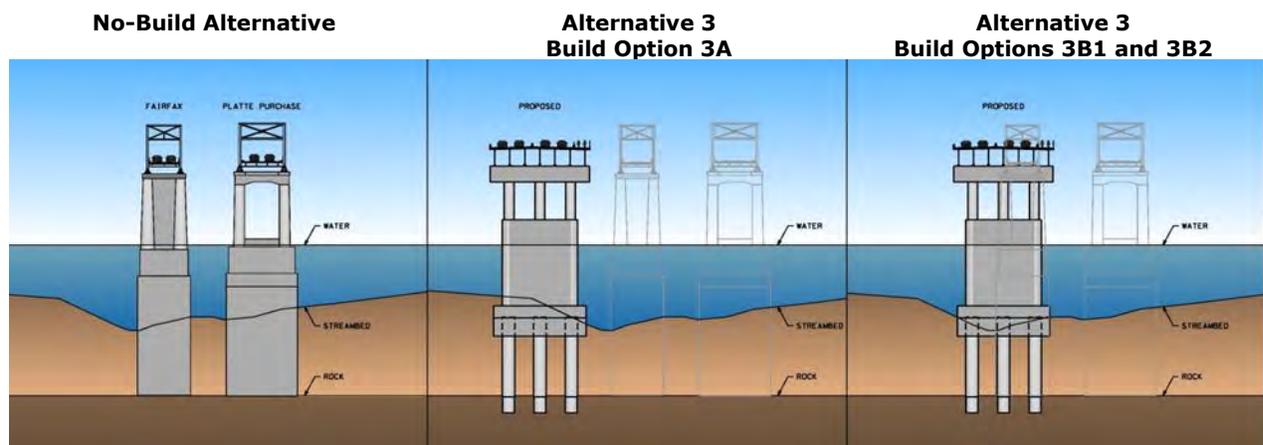
**Alternative 2 - Remove Historic Fairfax Bridge, Retain Platte Purchase Bridge, and Construct New Two-Lane Bridge** - Alternative 2 would remove the Fairfax Bridge and construct a new two-lane bridge to serve as a companion structure to the Platte Purchase Bridge. Maintenance and repair of the Platte Purchase Bridge would continue until a point in the future when maintenance would no longer be cost-effective and the bridge would need to be replaced. At that point, a new bridge would need to be constructed to carry the traffic handled by the Platte Purchase Bridge. The following options for the location of the new two-lane bridge were reviewed: (2A) upstream of the Platte Purchase Bridge, (2B) on or very near the existing alignment of the Fairfax Bridge, and (2C) downstream of the Platte Purchase Bridge. The new two-lane bridge constructed to replace the Fairfax Bridge would include facilities to accommodate off-travelway bicycle/pedestrian traffic.

**Alternative 3 – Remove Historic Fairfax and Platte Purchase Bridges and Construct a New Two-Lane or Four-Lane Bridge** - Alternative 3 would remove both existing bridges and construct either a new two-lane or four-lane bridge in their place. The new bridge would accommodate an off-travelway bicycle/pedestrian facility. The following options for the location of the new bridge were reviewed: (3A) upstream of the existing bridge alignments, (3B) on or very near the existing bridge alignment, and (3C) downstream of the existing bridge alignments. The new bridge would include facilities to accommodate off-travelway bicycle/pedestrian traffic.

Because of issues associated with costs and constructability, traffic projections and capacity, safety and truck operations, and maintaining economic vitality, Alternatives 1 and 2 were removed from further consideration. In order to carry Alternative 3 forward through the NEPA process and to accommodate the potential for a design-build construction process, FHWA, MODOT, and KDOT agreed to evaluate a corridor for the construction of one of three Build Options under Alternative 3. All of the Build Options have approximately the same level of impact on resources within the study area including wetlands, floodplains, terrestrial and riverine habitats, and threatened and endangered species. All three Build Options would provide an off-travelway bicycle/pedestrian facility on the new bridge. The on-bridge facility would provide connectivity to trail systems on both sides of the river.

For the purposes of evaluation in the EA, Alternative 3 is carried forward with two alignment locations – a new four-lane bridge upstream of the Fairfax Bridge (Build Option 3A) or a new four-lane bridge on or near the alignment of the existing bridges (Build Option 3B). Two variations of Build Option 3B have been developed and are described below in greater detail. These Build Options would all require removal of both bridges and would provide a new four-lane bridge on one of two basic alignments, as depicted in the following figure and described in the following paragraphs.

## **U.S. 69 Bridges Over the Missouri River EA**



The No-Build Alternative would leave the existing Fairfax and Platte Purchase Bridges in place.

Build Option 3A would construct a new four-lane bridge upstream (to the west) of the Fairfax and Platte Purchase Bridges. Both existing bridges would be removed.

Build Options 3B1/3B2 would construct a new four-lane bridge on the alignment of the existing bridges. Both existing bridges would be removed.

**Figure depicting the No-Build Alternative and the Build Options Under Alternative 3 (not to scale)**

### ***Build Option 3A - New Four-Lane Bridge Upstream of the Fairfax Bridge with Argosy Parkway Realignment:***

The new bridge would be constructed upstream (west) of the Fairfax Bridge alignment. An off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

### ***Build Option 3B1 - New Four-Lane Bridge on Existing Bridge Alignment and Maintain Argosy Parkway Loop:***

The new bridge would be constructed along the general alignment of the existing bridges. Build Option 3B1 could allow Argosy Parkway to remain as a loop road under the north end of the new bridge. As with Build Option 3A, an off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

### ***Build Option 3B2 - New Four-Lane Bridge on Fairfax Bridge Alignment with Argosy Parkway Realignment:***

This Build Option combines the new bridge alignment from Build Option 3B1 with the Argosy Parkway realignment of Build Option 3A. An off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

## **U.S. 69 Bridges Over the Missouri River EA**

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For all three options, the feasibility of keeping one or both of the existing bridges open to traffic during construction would be determined during final design. Depending on final design details and the construction sequencing, MoDOT could close both bridges to expedite construction.

### **Estimated Construction Costs for the Build Alternatives**

<b>Alternatives Considered</b>	<b>Estimated Construction Costs* (2013 dollars)</b>
<b>No-Build Alternative</b>	NA
<b>Alternative 3 – Build Option 3A</b> (Upstream w/Argosy Parkway Realignment)	\$78,350,000
<b>Alternative 3 – Build Option 3B1</b> (On Existing Alignment and Maintain Argosy Parkway Loop)	\$75,900,000
<b>Alternative 3 – Build Option 3B2</b> (On Existing Alignment w/Argosy Parkway Realignment)	\$78,500,000
* Costs include: design engineering, right-of-way acquisition, construction, and minor utility relocation costs. The cost of relocating the major utilities located on both bridges is the responsibility of the representative utility companies.	

## **7.0 PROPOSED ACTION**

The study team has designated Alternative 3 (Build Options 3A, 3B1, and 3B2) as the Preferred Alternative to address the condition of the existing bridges and to address the transportation needs within the study area. The Preferred Alternative provides for the construction of a new four-lane bridge within a corridor evaluated in the EA. The corridor would accommodate construction of a new bridge either upstream or on/near the alignment of the existing bridges. The Preferred Alternative would remove both historic bridges, either at the same time or phased as dictated by the proposed design and construction sequence. The Preferred Alternative could also include realignment of the portion of Argosy Parkway as described herein, to provide a grade-separated access under the north approach to the new bridge, depending on the Build Option selected.

The Preferred Alternative was identified through consideration of the condition of both existing bridges, existing and future traffic forecasts, assessment of environmental and socioeconomic consequences, technical factors relating to construction costs and user operations, and consideration of agency, stakeholder, and public input. The selection of the Preferred Alternative will not be finalized until substantive comments from resource agencies and from the location public hearing are fully evaluated and addressed.

The proposed actions for the mitigation of adverse effects to the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) over the Missouri River – archival documentation and advertisement for reuse – are described in the *Stipulations of the Memorandum of Agreement*, which this document accompanies.

***U.S. 69 Bridges Over the  
Missouri River EA***

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**List of Attachments**

Attachment A - Location Maps for the U.S. 69 Bridges Over the Missouri River Project

Attachment B - Public Involvement

Attachment C - Correspondence and Coordination

Attachment D – Alternatives Analysis

## **Attachment A**

### **Location Maps for the U.S. 69 Bridges Over the Missouri River Project**



<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">—</span> APE</li> <li><span style="color: purple;">—</span> Argosy Parkway Supplemental Study Areas</li> <li><span style="color: blue;">—</span> Ceco Steel Supplemental Study Area</li> </ul> <p style="text-align: center;">0    1,000    2,000 Feet</p>	  	<p><b>Figure 1-1</b>  <b>APE and</b>  <b>Supplemental Study Areas</b>  <b>Platte County, Missouri</b>  <b>Wyandotte County, Kansas</b>  <b>MoDOT</b></p>
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Figure 4-1 – NOT FOR PUBLIC RELEASE

## **Attachment B**

### **Public Involvement**

Contents in order of Appearance:

Newsletter #1

Pre-Location Public Meeting November 13, 2012

- Meeting Summary
- Meeting Handout
- Selected Display Boards
- Invitation Post Card
- Display Ad
- MoDOT On-Line Meeting Introduction

# U.S. BRIDGES

## Environmental Impact Statement

# OVER THE MISSOURI RIVER

OCTOBER 2012

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study for the US 69 Bridges over the Missouri River commonly known as the Fairfax Bridge and the Platte Purchase Bridge. These bridges provide a bi-state connection between the Fairfax Industrial District and downtown Kansas City on the Kansas side and Platte County and the city of Riverside on the Missouri side.

### Why is MoDOT doing the study now?

Both the Fairfax Bridge, constructed in 1935, and the Platte Purchase Bridge, constructed in 1957, are nearing the end of their useful service lives. An environmental study is being conducted to determine the future improvements to address the deteriorating bridge conditions. The age and condition of both bridges creates an on-going need for costly and extensive maintenance.

### What is the project timeline?

Developing transportation improvements involves four phases:

- planning
- environmental
- design
- construction

This project is currently in the environmental study phase which began in September 2012. The environmental study will last about 18 months, concluding in early 2014. Opportunities for public input into the environmental process will be conducted through fall 2013. In early 2014, the study will be finalized and submitted to the Federal Highway Administration (FHWA) for review. The environmental process will conclude with the issuance of a Record of Decision (ROD) by FHWA in spring of 2014. The ROD identifies the selected alternative, explaining the reason for the decision, and includes information on the best way to minimize impacts on the environment.

Design and construction of the project could begin 2015, depending on funding availability.

### What is the study area?

The study area is approximately 4,000 feet long and begins near the interchange of US 69 and I-635 in Platte County, Missouri on the north and ends near the intersection of US 69/7th Street and Kindleberger Road in Wyandotte County, Kansas on the south.



### What is the purpose of this study?

The study will determine the future improvements of the two existing bridges over the Missouri River and assess the environmental impacts and overall feasibility of replacement/rehabilitation of these two bridge structures.

This study will identify the transportation needs and define more specific potential improvements and their impacts on the environment. Input from the public, stakeholders, and various resource agencies will be considered throughout the study process. Examples of these improvements include the number of lanes to be provided on the bridge, the number and location of bicycle/pedestrian facilities on and connecting to the bridge, vertical clearance required to maintain river and rail traffic under the bridge, and local roadway intersection improvements north and south of the bridge, if needed.

## Will the study lead to construction projects?

There is currently no funding identified for bridge construction.

## What is an Environmental Impact Statement (EIS)?

The environmental study will result in completion of a document called an Environmental Impact Statement (EIS). The National Environmental Policy Act (NEPA) requires federal agencies to consider the effects of their actions on social, cultural, economic, and natural resources. The FHWA is responsible for ensuring that all highway improvement projects using federal funds comply with NEPA.

Developing the EIS is an objective process that helps determine what actions, if any, would best serve area transportation needs. This EIS will look at the effects associated with various alternatives such as constructing a replacement bridge, rehabilitating an existing bridge, or doing nothing. Stakeholders are encouraged to voice their opinions about the problems and solutions identified during the EIS process.

## Why should I participate in the EIS process?

The Environmental Impact Statement (EIS) will propose improvements that will take into account the needs of neighboring communities, businesses, commuters, and residents. In addition, the EIS will consider the impacts the proposed improvements will have on the social, cultural, economic, and natural resources in the study area.

The project team recognizes the important role transportation has in this community. MoDOT and KDOT value the input the public provides on transportation improvements. Public involvement allows the agencies to gather real, valid input on transportation needs and to work with customers to refine solutions that meet those needs.

## Who is responsible for this project?

Since the Federal Highway Administration (FHWA) is expected to provide funding for this project, FHWA serves as the lead federal agency. MoDOT, as the direct recipient of the federal funds, is the co-lead agency. Because the existing bridges extend across the Missouri River, connecting the states of Missouri and Kansas, the Kansas Department of Transportation (KDOT) will participate in the shared funding of any improvements and will serve as a co-lead agency in the environmental process.



## How can I provide input?

A prelocation public meeting will be held on November 13, 2012 to describe the general nature of the proposed project to the public and to obtain comments concerning the project's purpose and need and the initial range of alternatives to be reviewed as the study moves forward. Primary information sought will concern community values, goals and objectives, and other areas of special interest of which the local citizens may be aware including history, access, natural resources, and public lands in the study area.

As the study progresses, opportunities to provide input will be made available through additional public meetings.

Input can also be provided to the project manager, Allan Zafft at 816-607-2258 or [allan.zafft@modot.mo.gov](mailto:allan.zafft@modot.mo.gov).



# US 69 Bridges over the Missouri River EIS

## Purpose & Need and Alternatives

### Public Meeting #1

November 13, 2012

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A total of thirty-nine (39) people attended the November 13, 2012 public meetings at which the project statement of Purpose and Need and a series of initial conceptual alternatives were presented. Two separate meetings were conducted to optimize opportunities for attendance by the general public and the employment base in the Fairfax Industrial District. The first meeting was held at Central Solutions, 401 Funston Road in the Fairfax Industrial District of Kansas City, Kansas. It was conducted from 11:00 a.m. to 1:00 p.m. and was attended by twenty-eight (28) people. The second meeting was conducted between 4:30 and 6:30 p.m. at the Riverside City Hall, 2950 NW Vivion Road, Riverside, Missouri, and was attended by eleven (11) people.

A postcard invitation was sent to 500 addresses of adjacent property owners and renters. An advertisement was placed in the *Platte County Landmark*, *Platte County Citizen*, *KC Star – Northland Edition*, *Wyandotte County Daily News*, and *Dos Mundos*. An email was sent to various state and federal agencies and the membership of the Fairfax Industrial Association. A MoDOT news release was distributed and was posted to the MoDOT website.

The meetings sign in sheets are attached as Exhibit A. All comment cards are attached as Exhibit B. The handout and displays are attached as Exhibit C. The notification tools are attached as Exhibit D.

Comment cards were distributed at the public meetings. The following is a summary of the nineteen (19) comment card responses.

#### **Question 1: What are your thought and opinions regarding the Purpose and Need for the project?**

- Most indicated the project is needed with comments such as “the bridges are old, too narrow and there is not adequate access from the North.” All respondents stated their opinions that an improved river crossing is needed at this location.
- Many said bike/pedestrian access is necessary. The bridges are too narrow and there is no safe lane or access for non-motorized traffic.
- One person said the timing of the project was poor because there is too much uncertainty.
- The Mayor of Riverside said she sees a need for the project and it should be able to accommodate transit in the future.

**Question 2: What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?**

- There were two opposed to Alternative #1, unless Fairfax is for bike/pedestrian and two stated their opposition to the No-Build. They do hope that a wide, clean lane is added going to both directions. Another did not want 2- way traffic on Platte Purchase Bridge.
- One person stated they did not like the alternative where there is only one bridge in and out of Fairfax; they have employees and service techs that use both bridges at least 30 times a day.
- One person favored Alternative #1 and felt it was most-cost effective.
- Two people favored Alternative #2 with Option A best. They said the Fairfax Bridge might be able to be used as a walking, riding trail. They noted that a new bridge with safe access & bike lanes was the best option. They wanted to make sure engineering details were considered (drain locations, keeping trash off, and bridge connections) so that it appealed too many including cyclists.
- Four attendees commented that a complete replacement of four lanes with the addition of a bike & walking trail would be best.
- One person wanted to make sure that the impact of traffic during construction was considered. He favored the downstream replacement location, leaving both bridges usable during construction.
- One person believed there was no discussion of bike and walking areas and the alternatives didn't accommodate mass transit systems. One person wanted to see the bridges accommodate possibility of rail transit commute and wanted to conserve the cultural aspect of the bridges if possible.

**Question #3: Do you have any other comments or information you would like to share with the Study Team?**

- Serious consideration needs to be taken when it comes to the volume of traffic in Fairfax. One of attractions of being in Fairfax is the numerous ways of getting in and out and the accessibility they have to all the major highways. These bridges are an important access point between the states for economical redevelopment and rehabilitation of the Fairfax and Riverside area.
- Carefully coordinate construction to maintain 2 ways in and out of Fairfax at all times. It is necessary to have northbound lanes open during construction to get on Highway.
- Please make sure to get bike access returned to south bound Fairfax! Doesn't want to wait for months of planning and construction! Check drainage on bike lanes, make sure grates are in right direction. If possible, bike/pedestrian facilities should connect to: NW Tremont, Argosy Parkway, Platte River Levee Trail, and 7<sup>th</sup> Street North and South. Please consider separate north and south bike lanes.
- Replacement bridges should provide mono-rail, streetcar or light rail adaptability. Sand boils can be severe in high water.
- Build the most economical bridge with available funds.

PUBLIC MEETING | NOVEMBER 13, 2012



# U.S. 69 BRIDGES

## OVER THE MISSOURI RIVER

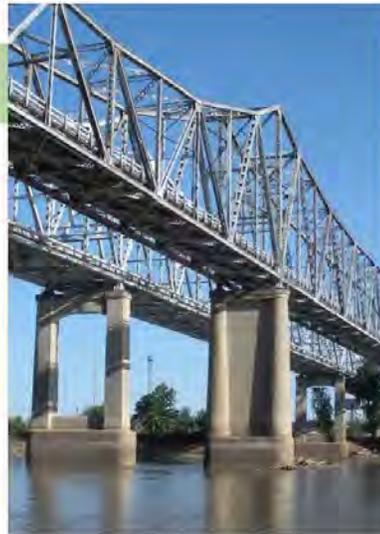
### Comments

**QUESTION:** Do you have any other comments or information you would like to share with the Study Team?

As the study progresses, opportunities to provide input will be made available through additional public meetings. Input can also be provided to the project manager, Allan Zafft at (816) 607-2258 or [allan.zafft@modot.mo.gov](mailto:allan.zafft@modot.mo.gov). A comment card is available and can be returned to Allan Zafft. Input on this phase of the project is due to MoDOT by November 28, 2012.

You can visit an online meeting at [www.modot.org/kansascity](http://www.modot.org/kansascity) to offer comments until November 28, 2012.

For more information about other MoDOT projects, please visit MoDOT's Website at [www.modot.org/kansascity](http://www.modot.org/kansascity). For instant updates, follow MoDOT\_KC on Twitter or send questions and comments to [kcommunityrelations@modot.mo.gov](mailto:kcommunityrelations@modot.mo.gov).



PUBLIC MEETING | NOVEMBER 13, 2012

### Welcome

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study for the US 69 Bridges over the Missouri River commonly known as the historic Fairfax Bridge and the Platte Purchase Bridge. These bridges provide a bi-state connection between the Fairfax Industrial District and downtown Kansas City on the Kansas side and Platte County and the city of Riverside on the Missouri side.

### Meeting Purpose

The purpose of the meeting is to describe the general nature of the proposed project; offer the public an opportunity to provide comments concerning the project's purpose and need; and provide comments on the initial range of alternatives to be evaluated for both bridges.

### Project Overview

The study area is approximately 4,000 feet long and begins near the interchange of US 69 and I-635 in Platte County, Missouri on the north and ends near the intersection of US 69/7th Street and Kindleberger Road in Wyandotte County, Kansas on the south (Figure 1).

Both the Fairfax Bridge, constructed in 1935, and the Platte Purchase Bridge, constructed in 1957, are nearing the end of their useful service lives. An environmental study is being conducted to determine the future improvements to address the deteriorating bridge

conditions. The age and condition of both bridges creates an on-going need for costly and extensive maintenance.

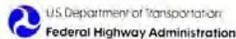


Figure 1

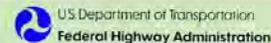
### The Environmental Impact Statement Process

The National Environmental Policy Act (NEPA) requires federal agencies to consider the effects of their actions on social, cultural, economic, and natural resources. The Federal Highway Administration (FHWA) is responsible for ensuring that all highway improvement projects using federal funds comply with NEPA. The results of the study will be disclosed in a document called an Environmental Impact Statement (EIS).

Developing the EIS is an objective process that helps determine what actions, if any, would best serve area transportation needs. This EIS will look at the effects associated with the alternatives on the human and natural environment. The study will conclude in April 2014 with the issuance of a Record of Decision (ROD) by the FHWA.



[www.modot.org/kansascity](http://www.modot.org/kansascity)



[www.modot.org/kansascity](http://www.modot.org/kansascity)

## Purpose and Need

### Needs identified in the Study Area:

The purpose of the project is to provide an improved river crossing that satisfies the following transportation needs in the region:

- ✓ **Maintain infrastructure** – address the physical condition of the historic Fairfax Bridge and the Platte Purchase Bridge.
- ✓ **Support movement of goods and freight** – provide mobility and accessibility to support continued transport of materials and products from the Fairfax Industrial District and southern Platte County to the surrounding region.
- ✓ **Support accessibility for non-motorized transportation** – accommodate non-motorized modes of travel and connections to regional trail systems.
- ✓ **Support continued economic vitality on both sides of the river** – maintain access and capacity to serve current and planned economic development.

QUESTION: What are your thoughts and opinions regarding the Purpose and Need for the project? Do you have any comments or suggestions?



### Study Area Features & Considerations

Existing conditions are defined on a map to represent what needs to be considered in the development and evaluation of improvement alternatives. Those features include the floodplain, railroad facilities, river, existing bike facilities, wetlands and other natural resources, etc.

This study will also consider the impacts the proposed improvements will have on the social, cultural, historic, economic, and natural resources in the study area.

## Alternatives

Based on the specific needs for the project, various alternatives will be evaluated. Environmental, cultural and historic constraints will be identified to determine potential locations for the improvement. Existing and future projected traffic forecasts will be closely analyzed to determine the appropriate number of lanes to be provided on a new bridge. Examples of these improvements include the number of lanes to be provided on the bridge, the number and location of bicycle/pedestrian facilities on and connecting to the bridge, vertical clearance required to maintain river and rail traffic under the bridge, and local roadway intersection improvements north and south of the bridge, if needed.



Once the need is defined, alternatives will be evaluated including, but not limited to:

- **No Build** – Leave the existing bridges in place while doing continued bridge maintenance
- **Alternative 1** – Remove Fairfax Bridge Only  
*Northbound, Platte Purchase Bridge remains in place with two-way head-to-head traffic*
- **Alternative 2** – Remove Fairfax Bridge and build a new companion bridge
  - Option 2A – Build the new bridge upstream from the existing location
  - Option 2B – Build the new bridge along the existing alignment
  - Option 2C – Build the new bridge downstream from the existing location
- **Alternative 3** – Remove both the existing Fairfax Bridge and the Platte Purchase Bridge. Replace the two structures with a new, two or four-lane bridge
  - Option 3A – Build the new bridge upstream from the existing location
  - Option 3B – Build the new bridge along the existing alignment  
*This alternative would shut down traffic, in both directions during construction*
  - Option 3C – Build the new bridge downstream from the existing location

QUESTION: What are your thoughts regarding the alternatives that have been presented? Do you prefer a particular alternative more than others, or do you disfavor any specific alternatives?

## Study Process and Schedule

The environmental study will last about 18 months, concluding in early 2014. Opportunities for public input into the environmental process will be conducted through fall 2013. In early 2014, the study will be finalized and submitted to the Federal Highway Administration (FHWA) for review. The environmental process will conclude with the issuance of a Record of Decision (ROD) by FHWA in spring of 2014. The ROD identifies the selected alternative, explaining the reason for the decision, and includes information on the best way to minimize impacts on the environment. Design and construction of the project could begin in 2015, depending on funding availability.



## Purpose and Need

### ***Purpose and Need of the Project:***

*Provide an improved river crossing that satisfies the following transportation needs in the region:*

- Maintain infrastructure
- Support movement of goods and freight
- Support accessibility for non-motorized transportation
- Support continued economic vitality on both sides of the river

## Next Steps

*We thank you for participating in today's open house.*

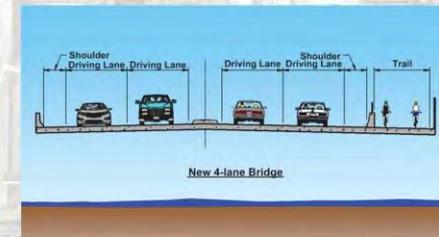
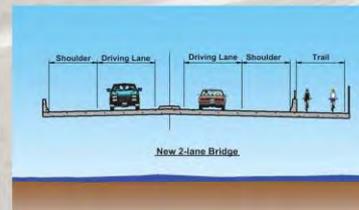
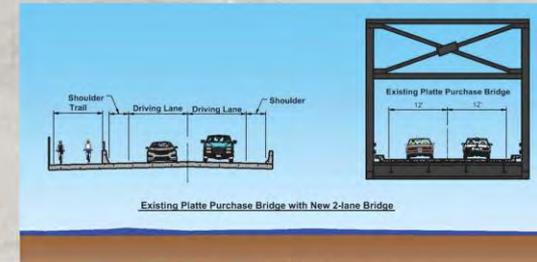
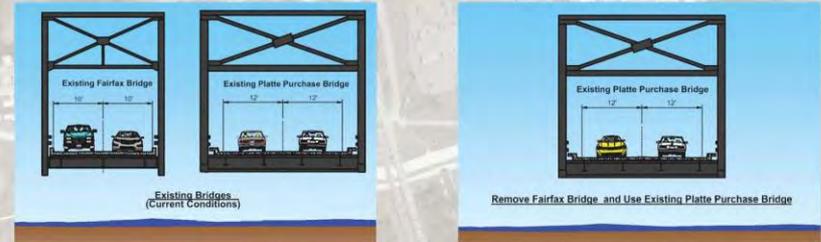
*These are the next steps in the study:*

November 28, 2012	Comment cards due to MoDOT.
November 2012- January 2013	Continued coordination with local, state, and federal agencies; and additional meetings with stakeholders
February 2013	<i>Public Open House #2 Reasonable Alternatives</i>
September 2013	<i>Location Public Hearing Draft EIS with Preferred Alternative</i>
April 2014	Final EIS and Record of Decision

## Bridge Alternatives

- **No Build** – Leave the existing bridges in place while doing continued bridge maintenance.
- **Alternative 1** – Remove Fairfax Bridge Only  
*Northbound, Platte Purchase Bridge remains in place with two-way head-to-head traffic*
- **Alternative 2** – Remove Fairfax Bridge and build a new companion bridge
  - ❖ Option A – Build the new bridge upstream from the existing location.
  - ❖ Option B – Build the new bridge along the existing alignment.
  - ❖ Option C – Build the new bridge downstream from the existing location.
- **Alternative 3** – Remove both the existing Fairfax Bridge and the Platte Purchase Bridge. Replace the two structures with a new, two or four-lane bridge.
  - ❖ Option A – Build the new bridge upstream from the existing location.
  - ❖ Option B – Build the new bridge along the existing alignment.  
*This alternative would shut down traffic, in both directions during construction*
  - ❖ Option C – Build the new bridge downstream from the existing location.

## Bridge Lane Options



## Protection of Cultural Resources

### Historic Fairfax Bridge

The historic Fairfax Bridge was constructed in 1935. The bridge is a Warren through truss design spanning a total length of 2,595 feet. The historic Fairfax Bridge carries U.S. 69 traffic southbound across the Missouri River into the Fairfax Industrial District in Kansas City, Kansas. The historic Fairfax Bridge is eligible for listing in the National Register of Historic Places.

Its sister bridge, the Platte Purchase Bridge, was constructed parallel to and east of the historic Fairfax Bridge in 1957. Because it is a younger bridge, it was not included in previous historical bridge investigations. It, along with other cultural resources within the study corridor, will be evaluated for National Register eligibility as part of the Section 106 Process.



## Protection of Cultural Resources

### Section 106 Process

One of the key environmental factors that must be considered in an Environmental Impact Statement (EIS) is **cultural resources**. The study team uses a systematic process to identify these resources, evaluate potential impacts to them, and determine what action will be taken to eliminate or mitigate those impacts.

For cultural resources, this is commonly referred to as the **Section 106 Process**. Section 106 is named after the portion of the National Historic Preservation Act that requires agencies to take into account the effects of their actions on historic properties.

Presently, one resource in the project area, the Fairfax Bridge, is known to be eligible for listing in the National Register of Historic Places. It was included in the statewide Missouri Historic Bridge Inventory in 1996. The study team will be conducting further investigations and consulting with groups interested in cultural resources throughout the study process to consider project effects on the bridge and any other historic properties, including historic buildings and historic/prehistoric archaeological sites.

Cultural resources are defined as:

*Any prehistoric or historic district, site, building, structure or object included in or eligible for inclusion on the National Register of Historic Places (NRHP).*

This includes artifacts, records, and material remains related to such properties. Some examples include national and local historic landmarks, Native American and pioneer cemeteries, prehistoric settlements, and architecturally significant structures and buildings.

It is the specific policy of the United States Government that:

*Special efforts be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites of the United States.*

The U.S. 69 Bridges EIS will follow a **four step process to determine and address any potential impacts to cultural resources.**

# 1

### Establish Area of Potential Effects (APE)

The study corridor for the U.S. 69 Bridges Over the Missouri River EIS extends from I-635 south to Kindleberger Road. The APE includes an additional 100 feet on both sides of the study corridor in order to examine the potential effects of the project on architectural resources due to the proximity of proposed improvements. This establishes the area on which the Reasonable Alternatives might have an impact on cultural resources.

# 2

### Identify Resources and their Significance

Data and field research is conducted to identify cultural resources within the APE. Their significance or potential significance is documented and discussed with staff of the Missouri State Historic Preservation Office (SHPO) and others interested in cultural resources, potentially including tribal governments.

# 3

### Determination of Effect

The study team determines how the Reasonable Alternatives might affect cultural resources within the APE. If a resource is adversely affected, options for eliminating or mitigating those effects are proposed.

# 4

### Resolve Adverse Effects

The study team works with the SHPO, other relevant state and federal agencies, and consults with the public to determine the best course of action for resolving adverse effects on historic properties.

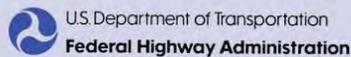
# We Want Your Input

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study for the US 69 Bridges over the Missouri River commonly known as the historic Fairfax Bridge and the Platte Purchase Bridge.

Join us for one of the two public meetings on November 13. The purpose of the meetings is to:

- describe the general nature of the proposed project;
- obtain comments concerning the project's purpose and need; and
- view the initial range of alternatives to be evaluated.

We are interested in the community's values, goals and objectives for the study and information about the history, access, natural resources and public lands in the study area.



## PUBLIC OPEN HOUSE TUESDAY, NOVEMBER 13

**1** **CENTRAL SOLUTIONS**  
Fairfax Industrial District  
401 Funston Road  
Kansas City, KS 66115  
11:00 a.m. - 1:00 p.m.

**2** **RIVERSIDE CITY HALL**  
2950 NW Vivion Road  
Riverside, MO 64150  
4:30 p.m. - 6:30 p.m.

If you would like to provide input but cannot attend, contact the MoDOT project manager Allan Zafft at 816-607-2258 or [allan.zafft@modot.mo.gov](mailto:allan.zafft@modot.mo.gov). You may also make comments at [www.modot.org/kansascity](http://www.modot.org/kansascity).

[www.modot.org/kansascity](http://www.modot.org/kansascity)



600 NE Colbern Road  
Lee's Summit, MO 64086

## **PUBLIC OPEN HOUSE** **Tuesday, November 13, 2012**

**Central Solutions**  
**Fairfax Industrial District**  
401 Funston Road | Kansas City, KS 66115  
**Come and go from 11:00 a.m. - 1:00 p.m.**

**Riverside City Hall**  
2950 NW Vivion Road | Riverside, MO 64150  
**Come and go from 4:30 p.m. - 6:30 p.m.**

[www.modot.org/kansascity](http://www.modot.org/kansascity)

# We Want Your Input

## **BRIDGES OVER THE MISSOURI RIVER** Historic Fairfax Bridge and the Platte Purchase Bridge

The Missouri Department of Transportation (MoDOT) in cooperation with the Kansas Department of Transportation (KDOT) and the Federal Highway Administration (FHWA) is conducting an environmental study.

**TUESDAY,  
NOVEMBER  
13**

### **PUBLIC OPEN HOUSE**

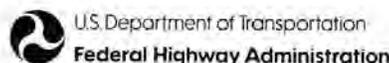
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If you would like to provide input but cannot attend, contact the MoDOT project manager Allan Zafft at 816-607-2258 or [allan.zafft@modot.mo.gov](mailto:allan.zafft@modot.mo.gov). You may also make comments at [www.modot.org/kansascity](http://www.modot.org/kansascity).



[www.modot.org/kansascity](http://www.modot.org/kansascity)

HOME >> KANSASCITY >> MAJOR PROJECTS >> US69\_EIS\_ONLINE\_MEETING



- Home
- About the Project
- Timeline
- Purpose and Need & Initial Alternatives
- Provide Feedback
- Contact Us

**Welcome to the U.S. 69 Bridges Online Public Meeting**

**Join the Conversation!**

We want your ideas about improving the U.S. 69 Bridges over the Missouri River commonly known as the historic Fairfax Bridge and the Platte Purchase Bridge.

The Missouri Department of Transportation (MoDOT) in cooperation with the [Kansas Department of Transportation \(KDOT\)](#) and the [Federal Highway Administration \(FHWA\)](#) are conducting an Environmental Impact Statement (EIS) for the U.S. 69 Bridges over the Missouri River. The effort is an environmental study to determine the future improvement to address the deteriorating bridge conditions. The study will end in the spring of 2014.

**We value your opinion!**

**Now through November 28, 2012**, we're taking public input about the study's purpose and need and the range of initial alternatives to be evaluated. The purpose and need identifies the problems that the study is intended to address and drives the development of alternatives to improve the existing bridges.

Click through this online meeting to learn more about the study. The links on the top of the page provide background information about the EIS, describing the study, timeline, purpose and need, initial alternatives, and an opportunity to provide your [feedback](#) for the EIS.

Please take an opportunity to provide comments concerning the project's [purpose and need](#) and the [initial range of alternatives](#) to be evaluated as the study moves forward.

[Top of Page](#)

[Provide your Feedback](#)

**Public Meetings**  
**November 13**  
**CENTRAL SOLUTIONS**  
**Fairfax Industrial District**  
**401 Funston Road**  
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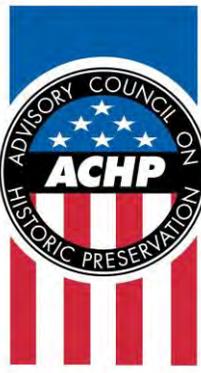
[We need your input! Click here to provide your feedback online.](#)

**Customer feedback on the Purpose and Need Statement and the initial range of alternatives will be accepted through November 28, 2012.**



[Project Newsletter Issue 1](#)

**Attachment C**  
**Correspondence and Coordination**



Preserving America's Heritage

June 19, 2013

Raegan Ball  
Program Development Team Leader  
FHWA - Missouri Division  
3220 W. Edgewood, Suite H  
Jefferson City, MO 65109

Ref: *Proposed Replacement of the Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450) on U.S. 69 over the Missouri River in Platte County, Missouri & Wyandotte County, Kansas MoDOT Job No. J4P2279B; KDOT Project No. 169-105 KA-2838-01*

Dear Ms. Ball:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Missouri & Kansas State Historic Preservation Office's (SHPO's), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah Duvall-Gabriel at 202-606-8585 or at [ngabriel@achp.gov](mailto:ngabriel@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

## Missouri Department of Transportation

*Kevin Keith, Director*

573.751.2551  
Fax: 573.751.6555  
1.888.ASK MODOT (275.6636)

January 18, 2013

Mr. Patrick Zollner  
Division Director, Cultural Resources  
Kansas State Historical Society  
6425 S.W. 6<sup>th</sup> Avenue  
Topeka, Kansas 66615-1099

Dear Mr. Zollner:

**Subject:** Design, Route 69, Platte County  
MoDOT Job No. J4P2279B  
Environmental Study for Bridge Improvements to Fairfax Bridge over Missouri River  
Evaluation of Platte Purchase Bridge (A0450)

In conjunction with the Environmental Assessment (EA) for bridge improvements to the Fairfax Bridge (Bridge No. K0456), both it and the adjacent northbound bridge, the Platte Purchase Bridge (A0450) will need Section 106 Review. These companion bridges cross the Missouri River and link Riverside, Missouri and the Fairfax Industrial District in Kansas. The Fairfax Bridge was previously evaluated for its historical significance during Missouri's statewide bridge study which addressed bridges erected before 1951 and is considered eligible for the National Register of Historic Places. Because the Platte Purchase Bridge was constructed in 1957, it was not included in Missouri's study and will need historical evaluation. Both bridges are jointly owned and maintained by Missouri and Kansas; Missouri is the lead state for administrative responsibility of the bridges and also is the lead for the EA project.

We need to identify which state, either the Kansas or Missouri State Historic Preservation Office (SHPO), will have Section 106 jurisdiction for the structures. The Missouri SHPO has offered to serve that role, providing it is agreeable to the Kansas SHPO. Please notify us if this is acceptable to the Kansas SHPO or if it prefers to have jurisdiction of the structures. If you have questions, please contact Toni Prawl at 573.526.3598, or email at: [toni.prawl@modot.mo.gov](mailto:toni.prawl@modot.mo.gov). Thank you.

Sincerely,



Robert L. Reeder  
Historic Preservation Manager

tp

**Copies:** Ms. Sara Parker Pauley-MDNR  
Ms. Raegan Ball-FHWA  
Mr. Kris Norton-KDOT  
Mr. Dennis Heckman-CO-br  
Mr. Charles Pursley-CO-de  
Mr. Dan Niec-KC-ao



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[www.modot.org](http://www.modot.org)

6425 SW 6<sup>th</sup> Avenue  
Topeka, KS 66615



phone: 785-272-8681  
fax: 785-272-8682  
cultural\_resources@kshs.org

Kansas Historical Society

Sam Brownback, Governor  
Jennie Chinn, Executive Director

January 18, 2013

Robert Reeder  
Historic Preservation Manager  
MODOT  
105 West Capitol Ave.  
P.O. Box 270  
Jefferson City, MO 65102

Re: MoDOT Job No. J4P2279B  
Environmental Study for Improvements to Fairfax Bridge over Missouri River  
Evaluation of Platte Purchase Bridge (A0450)

Dear Mr. Reeder:

In response to your letter dated January 18, 2013, the Kansas SHPO agrees that Missouri will be the lead SHPO with regard to the Section 106 process for the above-referenced bridges. Kansas SHPO will retain jurisdiction for properties within Kansas.

We would appreciate receiving copies of the determination of effect, record of mitigation, if any, and any survey data compiled for the bridges. Please submit any comments or questions to Kim Gant at 785-272-8681, ext. 225 or [kgant@kshs.org](mailto:kgant@kshs.org).

Sincerely,

Jennie Chinn  
State Historic Preservation Officer

  
Patrick Zollner  
Director, Cultural Resources Division  
Deputy State Historic Preservation Officer

**Missouri Department of Transportation**  
*Kevin Keith, Director*

573.751.2551  
Fax: 573.751.6555  
1.888.ASK MODOT (275.6636)

March 5, 2013

Mr. Mark Miles, Director SHPO  
MDNR/DSP  
P. O. Box 176  
Jefferson City, MO 65102

Dear Mr. Miles:

Subject: Design  
Platte County, Route 69  
Job No. J4P2279B  
Bridge Improvements to Fairfax Bridge over Missouri River  
Section 106 Compliance Report

Please find attached two copies (one paper copy and one .PDF file) of a Section 106 Survey Report detailing the results of cultural resources investigations conducted for the above referenced project. The comprehensive technical report includes cultural resources in Missouri and Kansas and is being submitted to both state historic preservation offices for review of the resources within the jurisdiction of each.

It is the Missouri Department of Transportation's (MoDOT) opinion that two historic properties are located directly in the area of potential effects (APE), Bridge No. K0456, the Fairfax Bridge and Bridge No. A0450, the Platte Purchase Bridge. Additionally, two architectural resources located in Wyandotte County, Kansas adjacent to the APE are considered eligible for listing in the National Register of Historic Places, but will not be affected by the project. We request the concurrence of the State Historic Preservation Office (SHPO) with this finding.

Currently, an Environmental Assessment is underway. Due to the build alternative under consideration, it is anticipated that both historic bridges will be adversely affected and that a Memorandum of Agreement will be necessary; therefore, the MoDOT will seek consultation with the Federal Highway Administration, the Kansas Department of Transportation, the Kansas Historical Society, the Missouri SHPO, the Advisory Council on Historic Preservation, if participating, and any other interested parties to outline the steps needed to mitigate the adverse effect. Should you or any of your staff have any questions, please contact Toni Prawl, MoDOT Senior Historic Preservation Specialist, at [toni.prawl@modot.mo.gov](mailto:toni.prawl@modot.mo.gov) or (573) 526-3598.

Sincerely,



Michael C. Meinkoth  
Historic Preservation Manager

#### Attachments

Copies: Ms. Sara Parker Pauley – MDNR  
Mr. Dan Niec – 4-ao  
Mr. Charles Pursley – CO-de  
Mr. Scott Vogel – KDOT



**Missouri Department of Transportation**  
*Kevin Keith, Director*

573.751.2551  
Fax: 573.751.6555  
1.888.ASK MODOT (275.6636)

March 5, 2013

Ms. Kim Gant, Review & Compliance Coordinator  
Kansas Historical Society  
6425 SW 6<sup>th</sup> Avenue  
Topeka, KS 66615

Dear Ms. Gant:

Subject: Design  
Platte County, Route 69  
Job No. J4P2279B  
Bridge Improvements to Fairfax Bridge over Missouri River  
Section 106 Compliance Report

Please find attached two copies (one paper copy and one .PDF file) of a Section 106 Survey Report detailing the results of cultural resources investigations conducted for the above referenced project. The comprehensive technical report includes cultural resources in Missouri and Kansas and is being submitted to both state historic preservation offices for review of the resources within the jurisdiction of each.

It is the Missouri Department of Transportation's (MoDOT) opinion that two historic properties are located directly in the area of potential effects (APE), Bridge No. K0456, the Fairfax Bridge and Bridge No. A0450, the Platte Purchase Bridge. Additionally, two architectural resources located in Wyandotte County, Kansas adjacent to the APE are considered eligible for listing in the National Register of Historic Places, but will not be affected by the project. We request the concurrence of the State Historic Preservation Office (SHPO) with this finding.

Currently, an Environmental Assessment is underway. Due to the build alternative under consideration, it is anticipated that both historic bridges will be adversely affected and that a Memorandum of Agreement will be necessary; therefore, the MoDOT will seek consultation with the Federal Highway Administration, the Kansas Department of Transportation, the Kansas Historical Society, the Missouri SHPO, the Advisory Council on Historic Preservation, if participating, and any other interested parties to outline the steps needed to mitigate the adverse effect. Should you or any of your staff have any questions, please contact Toni Prawl, MoDOT Senior Historic Preservation Specialist, at [toni.prawl@modot.mo.gov](mailto:toni.prawl@modot.mo.gov) or (573) 526-3598.

Sincerely,



Michael C. Meinkoth  
Historic Preservation Manager

tp

Attachments

Copies: Mr. Scott Vogel – KDOT





Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

## DEPARTMENT OF NATURAL RESOURCES

[www.dnr.mo.gov](http://www.dnr.mo.gov)

March 5, 2013

Michael Meinkoth  
Historic Preservation Manager  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, Missouri 65102

Re: Route 69, Fairfax and Platte Purchases Bridges over Missouri River, Job No. J4P2279B (FHWA)  
Platte County, Missouri

Dear Mr. Meinkoth:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.O. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

We have reviewed the information provided concerning the above referenced project. We concur with your determination that Bridge No. K0456 (Fairfax) and Bridge No. A0450 (Platte Purchase) are eligible for inclusion in the National Register of Historic Places. We also concur with your determination that the proposed demolition of the Fairfax Bridge will have an **adverse effect** on the historic Fairfax Bridge and on the Platte Purchase Bridge. A Memorandum of Agreement (MOA) that outlines the steps needed to mitigate the adverse effect for this project will need to be drafted. Final stipulations in the MOA should be determined in consultation with the Federal Highway Administration, the Missouri Department of Transportation, our office, the Advisory Council, if participating, and any other interested parties.

The U.S. Department of Transportation should forward the necessary adequate documentation as described to the Executive Director, Advisory Council on Historic Preservation, The Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, DC 20004. Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (002-PL-13) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

A handwritten signature in cursive script that reads "Mark A. Miles".

Mark A. Miles  
Director and Deputy State  
Historic Preservation Officer

MAM:d

c Raegan Ball, FHWA



6425 SW 6<sup>th</sup> Avenue  
Topeka, KS 66615



phone: 785-272-8681  
fax: 785-272-8682  
cultural\_resources@kshs.org

Kansas Historical Society

Sam Brownback, Governor  
Jennie Chinn, Executive Director

March 7, 2013

Michael C. Meinkoth  
Historic Preservation Manager  
MODOT  
105 West Capitol Ave.  
P.O. Box 270  
Jefferson City, MO. 65102

Re: Fairfax and Platte Purchase Bridge Improvements, US-69 in Wyandotte County, KS and Platte County, MO.  
MODOT Job N. J4P2279B

Dear Mr. Meinkoth:

We have reviewed the materials received March 7, 2013 regarding the above-referenced project in accordance with 36 CFR Part 800. In reviews of this nature, the State Historic Preservation Officer (SHPO) determines whether a federally funded, licensed, or permitted project will have an adverse effect to properties that are listed or determined eligible for listing in the National Register of Historic Places. Our office concurs that the Fairfax (K0456) and the Platte Purchase (A0450) Bridges are eligible for listing in the National Register and that removal of these bridges is considered an adverse effect. We also concur that there are two architectural resources adjacent to the APE that are eligible for the NRHP, but they will not be affected by the proposed project.

The next step in the process is to look for ways to avoid or minimize the adverse effects. Thank you for giving us the opportunity to comment on this proposal. Please submit any comments or questions regarding this review to Kim Gant at 785-272-8681, ext 225 or kgant@kshs.org.

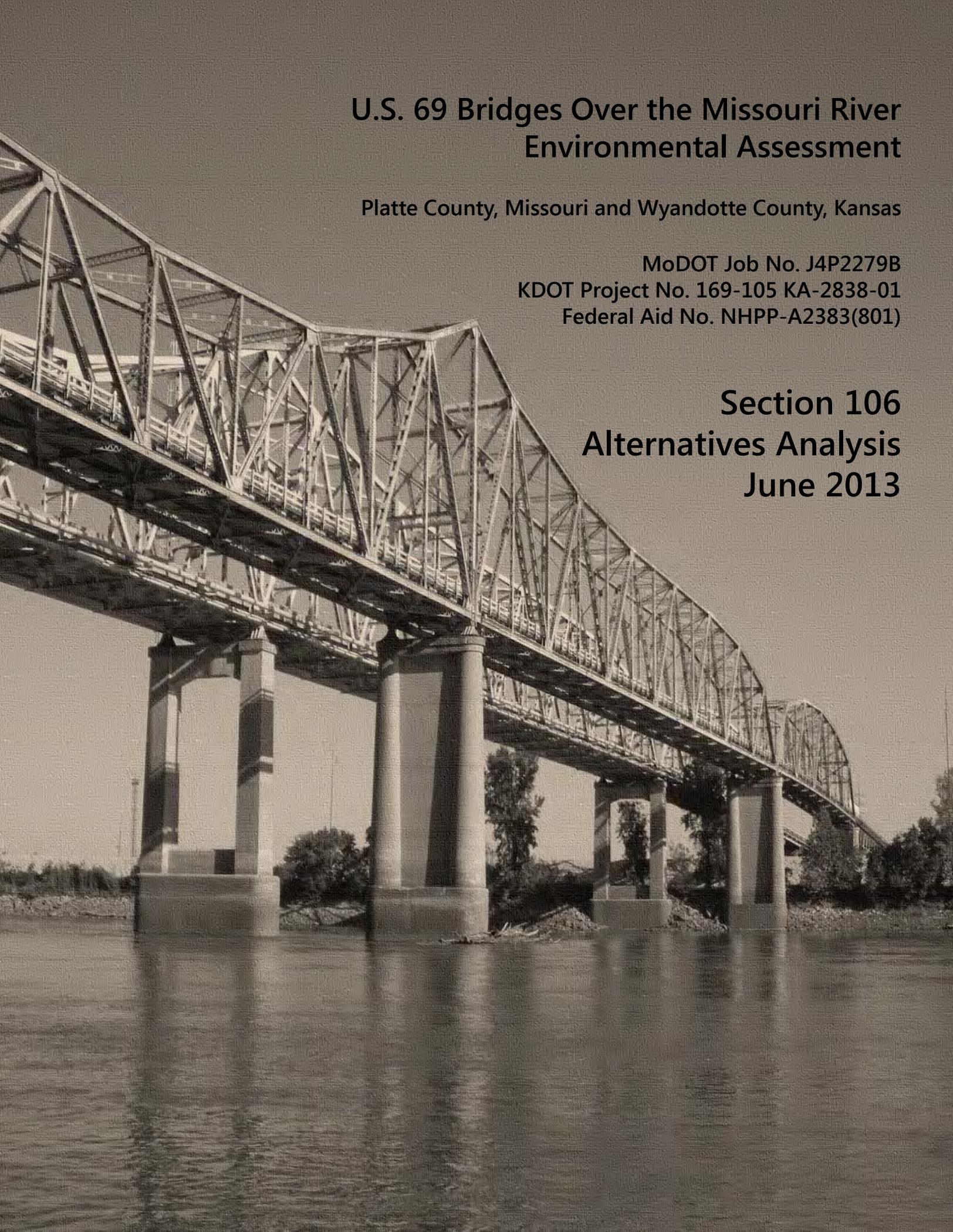
Sincerely,

Jennie Chinn  
State Historic Preservation Officer

Patrick Zollner  
Director, Cultural Resources Division  
Deputy State Historic Preservation Officer

CC: Scott Vogel, KDOT

**Attachment D**  
**Alternatives Analysis**



# U.S. 69 Bridges Over the Missouri River Environmental Assessment

Platte County, Missouri and Wyandotte County, Kansas

MoDOT Job No. J4P2279B  
KDOT Project No. 169-105 KA-2838-01  
Federal Aid No. NHPP-A2383(801)

Section 106  
Alternatives Analysis  
June 2013

# Alternatives Analysis

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## INTRODUCTION

The historic Fairfax Bridge and historic Platte Purchase Bridge provide an important linkage over the Missouri River as part of the Kansas City regional highway network.

**Fairfax Bridge** - The Fairfax Bridge (K0456), constructed between 1933 and 1935, is 2,595 feet long. This Warren through-truss bridge carries southbound U.S. traffic via two 10-foot wide travel lanes and no shoulders. The bridge is comprised of 15 spans that range from 301 to 474 feet long. It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers.

South Approach Span - three steel wide flange I beams, three simple steel deck trusses, and one 301-foot long steel simple Warren through truss

Main Span - three rigid-connected continuous cantilevered steel camelback Warren through trusses channel spans measuring 416, 474, and 416 feet respectively

North Approach Span - one 301 foot-long steel simple Warren through trusses; three simple steel deck trusses; and one simple steel wide flange girder approach span

The engineering firm Sverdrup and Parcel, from St. Louis, Missouri, designed the bridge. The Kansas City Bridge Company of Kansas City, Missouri, was the fabricator and contractor.



**Figure 1: Historic Fairfax Bridge (K0456) (in front, closed pier)**

**Platte Purchase Bridge** - The Platte Purchase Bridge (A0450), constructed in 1957, is 2,602 feet long and carries northbound U.S. 69 traffic via two 12 foot-wide travel lanes and one-foot wide shoulders. This Warren through-truss bridge also has 15 spans; however, it is seven feet longer than the Fairfax Bridge. The symmetry of the Fairfax Bridge design is echoed by the Platte's composition featuring five steel Warren trusses that range from 302 to 474 feet each. It is supported on two reinforced concrete abutments, wingwalls, eight bents, and six piers.

South Approach Span - six simple span, steel plate girders; one 302 foot-long steel simple Warren through truss

Main Span - three rigid-connected continuous cantilevered camelback steel Warren through trusses measuring 417, 474, and 417 feet, respectively

North Approach Span - one 302 foot-long steel simple Warren through truss, and four simple steel wide flange girder approach spans

As with the Fairfax Bridge, the Platte Purchase Bridge was designed by Sverdrup and Parcel, Inc., St. Louis, Missouri, and constructed by the Kansas City Bridge Company.



**Figure 2: Historic Platte Purchase Bridge (A0450)  
(in front, open pier)**

On average, approximately 15,000 vehicles cross the bridges daily. In addition to serving local and regional travel demands, the bridges also serve an important function in supplementing capacity across the Missouri River during traffic incidents or maintenance activities on nearby I-635 and U.S. 169 (Broadway Extension) bridges. U.S. 69 also plays a major role in supporting the regional distribution of products manufactured and stored in the Fairfax Industrial District; and plays an integral role in both local and regional evacuation and emergency management plans.

## BACKGROUND AND CURRENT CONDITION OF BOTH HISTORIC BRIDGES

**Fairfax Bridge** - Because of the condition of the steel truss structure, including rusting and deterioration of the steel elements (depicted in the photos below), the nearly 80-year old Fairfax Bridge is classified as structurally deficient. The Fairfax Bridge is near the end of its useful service life. Repairs will be frequent and costly in order to keep this structure in use. The Fairfax Bridge has a sufficiency rating of 39.9, below the threshold of 50.0 indicating it is eligible for replacement or rehabilitation.



Clockwise from top left: (A) under deck inspection in 2011, (B) section loss at bottom chord in 2010, (C) removing and replacing vertical supports in 2009, (D) rusted pin at lower chord in 2011), and (E) upper truss inspection in 2011.

According to the February 2012 Structural Inventory & Appraisal Sheet (SI&A) for the Fairfax Bridge, the operating (capacity) rating is 39 tons and the inventory (service) rating is 25 tons. Rating was by allowable stress method. These weight limits are below the legal limits in Missouri of 40 tons and 23 tons, respectively, and far below the legal load limit within a commercial zone of up to 70 tons. The vertical clearance between the deck and the **overhead truss is 16'-2"** which is below the current American Association of State Highway and Transportation Officials (AASHTO) **standard of 17'-6"** for through-truss structures.

The **20'-0"** curb to curb roadway width is a major limiting component of the structure. Because the existing superstructure is a through truss type, the deck cannot practically be widened. The condition and appraisal codes on the standard inventory form are based on a scale from 0 (failed) to 9 (excellent). The condition of the superstructure is specified as a 4 ("poor condition") which defines the Fairfax Bridge as "Structurally Deficient". The deck geometry, specified as a 2 ("basically intolerable requiring high priority for replacement"), would define the structure as "Functionally Obsolete" if it wasn't already defined as "Structurally Deficient". The deck width cannot be improved without complete superstructure replacement or significant modification. Preliminary investigations indicate the existing river piers cannot resist current AASHTO barge impact loads. The through truss has a vertical clearance of 16'-2". The vertical clearance for a through truss superstructure required by current AASHTO standards is 17'-6".

The sufficiency rating of the existing Fairfax Bridge has been determined to be 39.9 on the National Bridge Inventory scale of 100, with 0 being entirely deficient and 100 being entirely sufficient. A bridge is typically eligible for replacement if it has a sufficiency rating below 50. This rating is based on three basic categories: structural adequacy and safety, serviceability and functional obsolescence, and essentiality for public use. The existing Fairfax Bridge is largely deficient in two of these categories. Specific reductions from a rating of 100 can be extracted from the 2011 appraisal:

Category	Rating
Structure Condition General Evaluation	-25.0
Inventory Rating Safe Live Load Capacity	-10.1
Structure Constraints Deck Width and Geometry	<b>-24.0</b>
Essentiality ADT vs. Detour Length	-1.0
TOTAL REDUCTION OF:	-60.1
<b>FAIRFAX BRIDGE SUFFICIENCY RATING OF:</b>	<b>39.9</b>

The Fairfax Bridge is also considered to be fracture critical and is inspected on an annual basis (see photos on previous page). As these types of through-truss bridges age, there is generally an increase in long-term maintenance and repairs, particularly due to steel deterioration. In addition to the cost to taxpayers, the frequency and duration of inspections and closures for repairs inconvenience the travelling public including shippers and employees in Riverside and the Fairfax Industrial District.

**Platte Purchase Bridge** – The Platte Purchase Bridge is considered to be functionally obsolete because of its narrow shoulders and limited vertical clearance. It has a posted

vertical clearance of 15'-4", also below the current AASHTO standard of 17'-6". This reduced vertical clearance limits the height of vehicles, particularly freight shippers that wish to cross the bridge in the northbound direction. According to the February 2012 Structural Inventory & Appraisal Sheet (SI&A) for the Platte Purchase Bridge, the operating (capacity) rating is 31 tons and the inventory (service) rating is 18 tons. Rating method was load factor.



Clockwise from top left: (A) height restriction posting (15'-4") on south truss opening, (B) section loss and pack rust at interior gusset in 2011, and (C) concrete spalling under girder in 2009.

The 25'-10" curb to curb roadway width is a major limiting component of the structure. The condition and appraisal codes on the standard inventory form are based on a scale from 0 (failed) to 9 (excellent). The deck geometry, specified as a 2 ("basically intolerable requiring high priority for replacement"), defines the structure as "Functionally Obsolete". The width cannot be improved without complete superstructure replacement or significant modification. Preliminary investigations indicate the existing river piers cannot resist current AASHTO barge impact loads. The through truss has a vertical clearance of 15'-5". The vertical clearance for a through truss superstructure required by current standards is 17'-6".

The sufficiency rating of the existing bridge has been determined to be 44.9 on the National Bridge Inventory scale of 100, with 0 being entirely deficient and 100 being entirely sufficient. A bridge is typically eligible for replacement if it has a sufficiency rating below 50. This rating is based on three basic categories: structural adequacy and safety, serviceability and functional obsolescence, and essentiality for public use. The existing Platte Purchase

Bridge is largely deficient in two of these categories. Specific reductions from a rating of 100 can be extracted from the 2011 appraisal:

<b>Category</b>	<b>Rating</b>
Structure Condition General Evaluation	-10.0
Inventory Rating Safe Live Load Capacity	-21.2
Structure Constraints Deck Width and Geometry	-23.0
Essentiality ADT vs. Detour Length	-0.9
TOTAL REDUCTION OF:	-55.1
<b>PLATTE PURCHASE BRIDGE SUFFICIENCY RATING OF:</b>	<b>44.9</b>

The Platte Purchase Bridge is also considered to be fracture critical and is inspected on a biennial basis (see photos on previous page). The bridge superstructure also has a condition rating which is approaching the category of structurally deficient. A major rehabilitation of the Platte Purchase Bridge was performed in 1997, at a cost of \$8 million (in 2013 dollars). This 1997 rehabilitation included replacement of the bridge deck, other structural repairs, and recoating of the steel trusses. MoDOT also has spent nearly \$200,000 since 2003 for other maintenance, repairs, and inspections of the Platte Purchase Bridge.

## **ALTERNATIVES CONSIDERED**

Initially, the following build alternatives were developed for consideration in comparison to the No-Build Alternative:

### **Alternative 1 – Remove Historic Fairfax Bridge and Retain Platte Purchase Bridge to Carry Two-Way Traffic**

Alternative 1 would remove the Fairfax Bridge. The Platte Purchase Bridge would be retained with maintenance and repairs continued until a point in the future when maintenance is no longer cost-effective and the bridge would need to be replaced. The Platte Purchase Bridge would carry two-way, head-to-head traffic. No on- or off-travelway bicycle/pedestrian facilities would be provided under this alternative.

### **Alternative 2 – Remove Historic Fairfax Bridge, Retain Platte Purchase Bridge, and Construct New Two-Lane Bridge**

Under Alternative 2, the Fairfax Bridge would be removed and a new two-lane bridge would be constructed as a companion to the Platte Purchase Bridge. Maintenance and repair of the Platte Purchase Bridge would continue until a point in the future when maintenance is no longer cost-effective and the bridge would need to be replaced. At that point, a new bridge would need to be constructed to carry the traffic handled by the Platte Purchase Bridge. The new two-lane bridge constructed to replace the Fairfax Bridge would include facilities to accommodate off-travelway bicycle/pedestrian traffic. Alternative 2 includes three options depending on the location of the new two-lane bridge:

**Option 2A** – Build the new two-lane bridge upstream of the Platte Purchase Bridge. The new bridge would carry southbound traffic.

**Option 2B** - Build the new two-lane bridge on or very near the alignment of the former Fairfax Bridge. The new bridge would carry southbound traffic.

**Option 2C** - Build the new two-lane bridge downstream of the Platte Purchase Bridge. The connecting roadways would need to be reconfigured to allow the new bridge to carry northbound traffic with the Platte Purchase Bridge carrying southbound traffic.

### **Alternative 3 – Remove Historic Fairfax and Platte Purchase Bridges and Construct a New Two-Lane or Four-Lane Bridge**

Alternative 3 would remove both existing bridges. A new two-lane or four-lane bridge would be constructed and would accommodate an off-travelway bicycle/pedestrian facility. The new four-lane bridge would be provided at one of three locations:

**Option 3A** – Build the new bridge upstream of the location of the existing bridges. This option would include realignment of U.S. 69 to tie into the bridge.

**Option 3B** – Build the new bridge on or very close to the locations of the existing bridges.

**Option 3C** – Build the new bridge downstream of the location of the existing bridges. This option would include realignment of U.S. 69 to tie into the bridge.

Alignments referenced as being built upstream or downstream of the existing bridges means that the new piers can be built in line with the existing piers without causing a conflict with maintaining the existing navigation span opening.

Alignments referenced as being built “on or very close to existing” means that the new bridge would be located within the area or footprint occupied by the existing bridges. The piers for the new bridge would need to be offset to the north and south of the existing piers to avoid being placed too close to the existing foundations and to maintain minimum navigational clearances for river vessels. Demolition of the existing bridges will remove the piers to below the ground line or below the river bottom, but would not completely remove the foundations, thus requiring the offset.

For the purposes of developing profile concepts for Build Option 3B (on or very close to the locations of the existing bridges), it was assumed that the new piers would be constructed at offset locations. Further detailed analysis would be conducted during final design to determine the feasibility of incorporating the existing foundations and/or piers into the new bridge design.

The No-Build Alternative was carried forward for comparison as a base line to the build alternatives.

### **Elimination of the Two-Lane Crossing Strategy**

At the completion of the screening process, MoDOT, KDOT, and FHWA eliminated from further consideration options that would only provide a two-lane river crossing. Two-lane options would include continued use of the Platte Purchase Bridge or possible replacement of both existing bridges with a new two-lane bridge. Due to its age and condition, the Fairfax Bridge was not considered a viable option for use as a two-lane crossing. The following factors contributed to the decision:

- **Traffic Projections and Capacity** – Traffic forecasts indicate that the future average daily traffic (ADT) volume of 22,000 approaches the traffic capacity a two-lane bridge can carry before delays and congestion result in a lower level of

- service (LOS), particularly given the high percentage of heavy trucks. If a two-lane river crossing was provided using the existing Platte Purchase Bridge, current and forecast traffic volumes would result in unacceptable LOS E and F, in the northbound and southbound directions, respectively.
- **Safety and Truck Operations** – If both existing bridges were removed and replaced with a new two-lane bridge with 12-foot lanes and 10-foot shoulders, current and future traffic volumes would result in LOS C and D, respectively, through the 2040 planning horizon. However, many of the trucks are heavily loaded with fuel or other commodities, limiting their ability to accelerate up the five percent slope from a stop condition at the Kindleberger Road intersection. This condition results in potential safety issues related to the differences in operating speeds between cars and trucks in both directions. Reducing the bridge to only one travel lane in each direction would further exacerbate the situation, potentially resulting in car drivers passing the trucks on the outside shoulder or in the opposing traffic lane if not barrier separated.
  - **Maintaining Economic Vitality** – Several major industries in Fairfax and Riverside rely heavily on ‘just in time’ delivery of parts as part of their manufacturing process. A two-lane bridge would compromise the reliability to meet those demands, particularly during incidents at other Missouri River crossings that would tend to divert traffic to this crossing. In addition, nearly 80 percent of the gasoline products consumed within the Kansas City metropolitan area on a daily basis is transported via truck and pipeline from storage and distribution facilities located within Fairfax, much of it by way of this crossing.
  - **Stakeholder Meetings** – During early coordination meetings with stakeholders, including the City of Riverside, the Unified Government, and major industries within Fairfax, the general consensus was that a four-lane, improved crossing would provide adequate capacity to meet current and future traffic demands. A four-lane crossing would also maintain: (1) safe and reliable traffic operations, (2) regional economic viability, and (3) a reliable linkage between Fairfax and the developing New Horizons Development.

For these reasons, any alternative that would only provide a two-lane crossing were eliminated from further consideration. Elimination of this potentially controversial strategy resulted in the reclassification of the study under the NEPA from an Environmental Impact Statement (EIS) to an EA. Agencies and tribal organizations were notified of the change in February 2013.

Because Alternative 2 and Alternative 3 would maintain a four-lane crossing, they were carried forward for further study and evaluation. MoDOT, KDOT, and FHWA have taken a more detailed look at the components of Alternatives 2 and 3 as they relate to the reasonable long-term cost of maintaining infrastructure and the reliability of traffic service into the future.

The detailed evaluation of Alternatives 2 and 3 yielded the following outcomes:

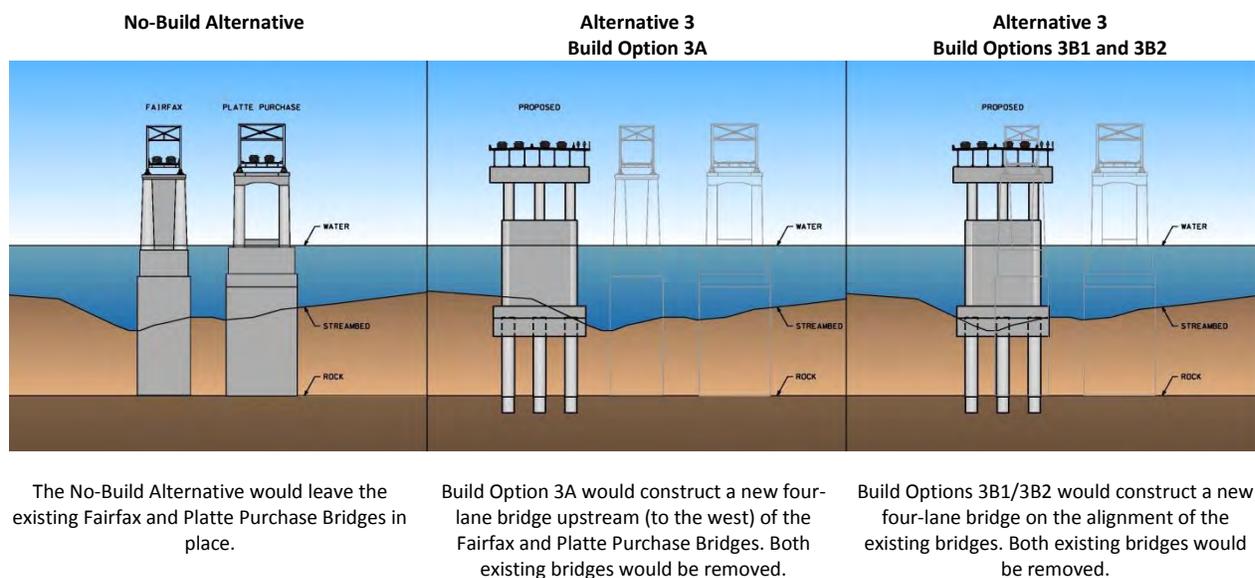
1. **Elimination of Alternative 2 from further consideration.** Alternative would remove the Fairfax Bridge, construct a new two-lane bridge upstream of the existing bridges, and retain the Platte Purchase Bridge to continue to carry northbound traffic. Because of the significant maintenance and repair costs and traffic closures associated with leaving the Platte Purchase Bridge in place, along with the implications on river hydraulics created by construction of a new parallel structure, Alternative 2 is not carried forward for further consideration. MoDOT and KDOT recommend that the best value for this project would be to pursue construction of a new four-lane bridge instead of rehabilitating and eventually replacing the existing

Platte Purchase Bridge. For these reasons, Alternative 2 is not valued as a viable and reasonable expenditure of public money, is not viewed as a reasonable long-term solution to maintaining infrastructure, and has been eliminated from further consideration.

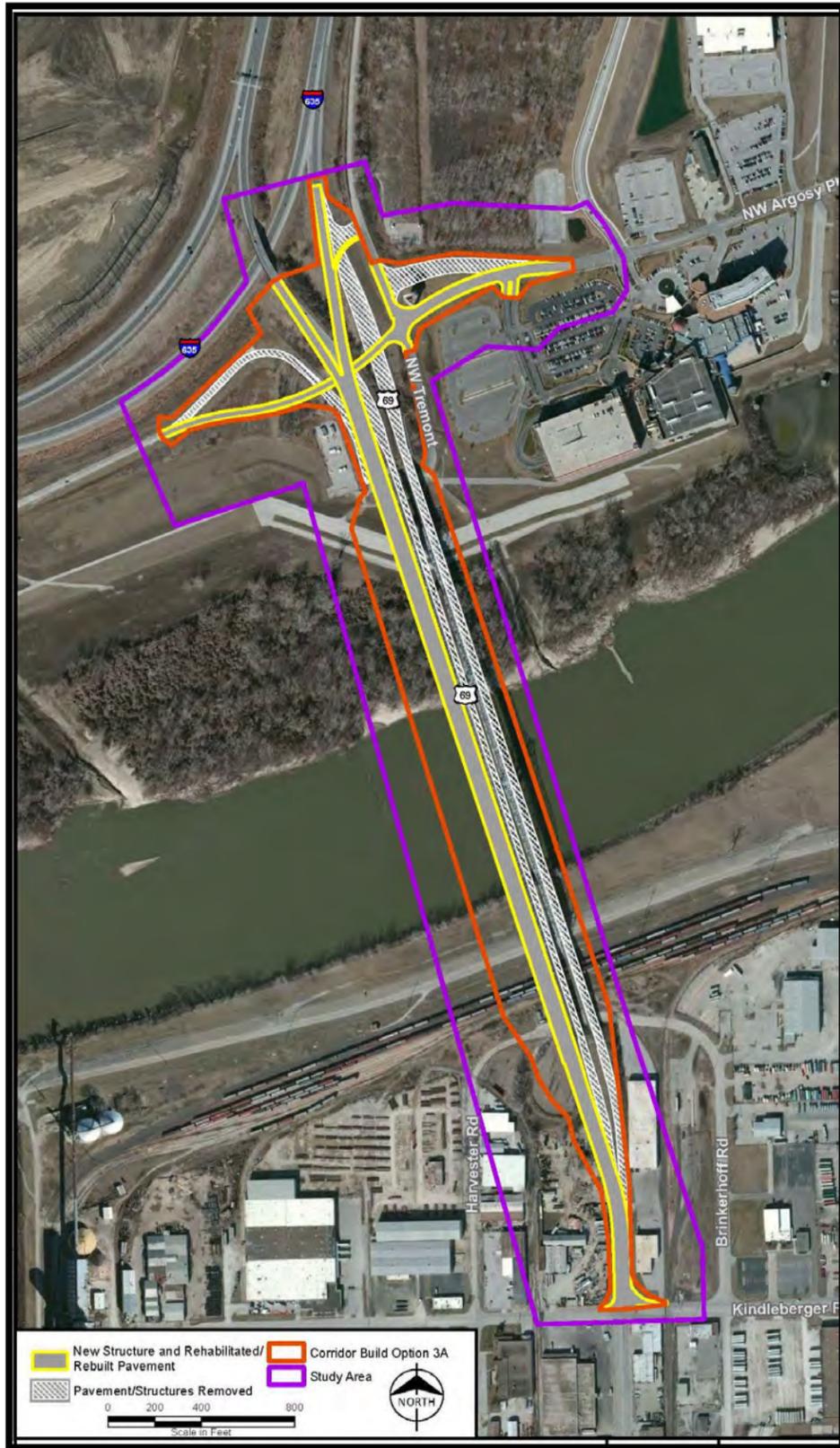
2. **Elimination of the downstream alignment for Alternative 3.** Upon development of the roadway alignment needed to connect to a new bridge located downstream from the existing bridges (Option 3C), certain design aspects were identified, including curves that would require design variances that could compromise safe traffic operations. As a result, this option was removed from further consideration.

In order to carry Alternative 3 forward through the NEPA process and to accommodate the potential for a design-build construction process, FHWA, MODOT, and KDOT agreed to evaluate a corridor for the construction of one of three Build Options under Alternative 3. All of the Build Options have approximately the same level of impact on resources within the study area including wetlands, floodplains, terrestrial and riverine habitats, and threatened and endangered species. All three Build Options would provide an off-travelway, barrier-separated bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

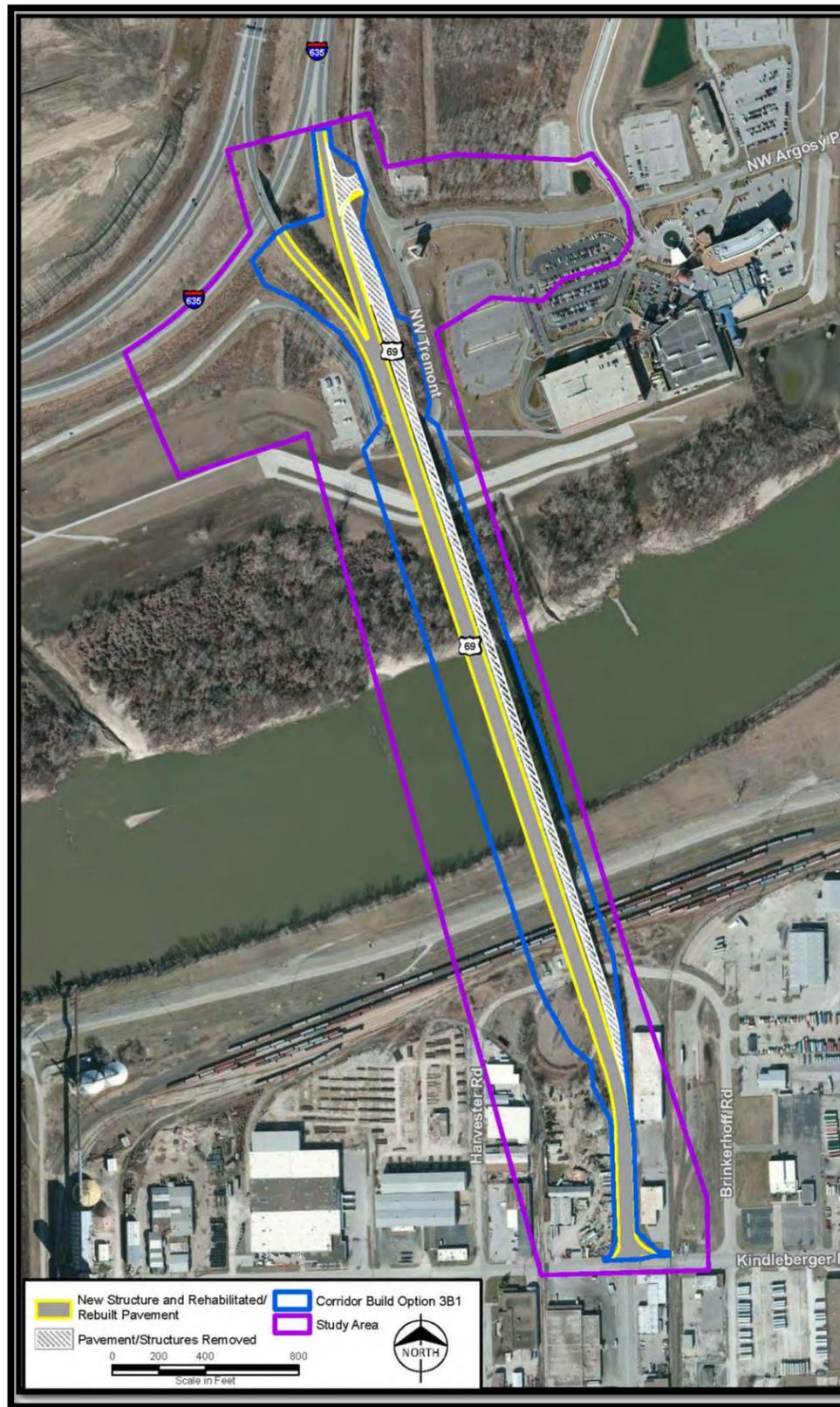
For the purposes of evaluation in the EA, Alternative 3 is carried forward with two alignment locations – a new four-lane bridge upstream of the Fairfax Bridge (Build Option 3A) or a new four-lane bridge on or near the alignment of the existing bridges (Build Option 3B). Two variations of Build Option 3B have been developed and are described below in greater detail. These Build Options would all require removal of both bridges and would provide a new four-lane bridge on one of two basic alignments, as depicted in the following figure and illustrated in the maps on the following page.



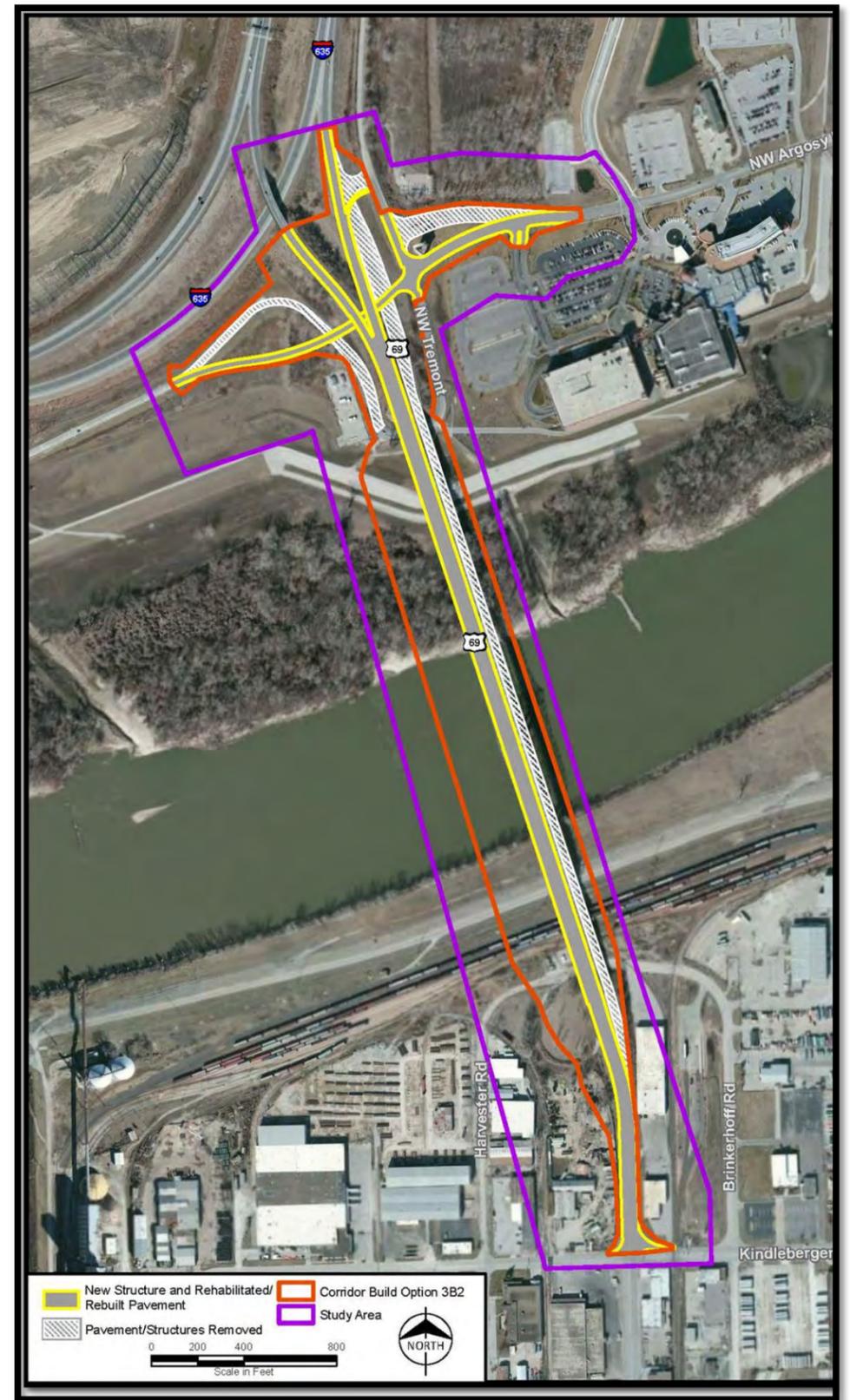
**Figure depicting the No-Build Alternative and the Build Options Under Alternative 3 (not to scale)**



**Alternative 3 – Build Option 3A**  
Upstream w/Argosy Parkway Realigned



**Alternative 3 – Build Option 3B1**  
On Existing Location and Maintain Argosy Parkway Loop



**Alternative 3 – Build Option 3B2**  
On Existing Location w/Argosy Parkway Realigned

The reasonable alternatives evaluated in the EA include the No-Build Alternative and three Build Options under Alternative 3 for replacement of both bridges with one four-lane bridge.

### ***No-Build Alternative***

Under the No-Build Alternative, both existing bridges would be left in place. Only routine maintenance and repair of the existing bridges would occur. There would be no widening of either bridge or their approach roadways, no improvement of the roadway or bridge profiles, and no replacement of either bridge. Due to its deteriorated condition, the Fairfax Bridge would fall into a significant state of disrepair causing the bridge to be closed to traffic before the transportation planning horizon year of 2040. Based on the current condition of the Platte Purchase Bridge and the anticipated rehabilitation, maintenance, and repair it would require, further evaluation is needed to determine whether it could reasonably be kept open to traffic through 2040. Although the No-Build strategy does not satisfy the Purpose and Need for this project, the No-Build Alternative is carried forward for comparison with the other reasonable alternatives in accordance with the requirements of NEPA.

### ***Build Option 3A - New Four-Lane Bridge Upstream of the Fairfax Bridge with Argosy Parkway Realignment:***

The new bridge would be constructed upstream (west) of the Fairfax Bridge. On the north, the bridge approaches would be constructed to tie into the existing I-635 ramps. Build Option 3A would include relocation of Argosy Parkway under the north end of the bridge to maintain access to major utilities. An off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

The new bridge would parallel the alignment of the Fairfax Bridge and U.S. 69/7<sup>th</sup> Street as it ties into the intersection at Kindleberger Road. Additional right-of-way would be required to accommodate the bridge and roadway alignment south of the river. The main (navigation) span for the bridge would be similar to the existing bridge. The bridge type and actual location of the bridge piers and abutments would be developed during final design. MoDOT would continue to coordinate the design of the bridge with the U.S. Coast Guard (USCG), U.S. Army Corps of Engineers (USACE), and two levee districts (Riverside-Quindaro-Bend Levee District and the Fairfax Drainage District).

### ***Build Option 3B1 - New Four-Lane Bridge on Existing Bridge Alignment and Maintain Argosy Parkway Loop:***

The new bridge would be constructed along the general alignment of the existing bridges. Because the bridge alignment would be set within the footprint of the existing bridges, Build Option 3B1 could allow Argosy Parkway to remain as a loop road under the north end of the new bridge. For safety reasons, the right-out exit from Argosy Parkway to northbound U.S. 69 near its intersection with I-635 would be closed due to the expected higher prevailing speeds on the improved bridge and roadway.

As with Build Option 3A, an off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river.

The main (navigation) span for the bridge would be longer than the existing bridges because of the need to offset the new piers from the existing bridge foundations that would remain once the bridges are removed. The bridge type and actual location of the bridge piers and abutments would be developed during final design. MoDOT would continue to coordinate the design of the bridge with the USCG, USACE, and both levee districts.

**Build Option 3B2 - New Four-Lane Bridge on Fairfax Bridge Alignment with Argosy Parkway Realignment:**

This Build Option combines the new bridge alignment from Build Option 3B1 with the Argosy Parkway realignment of Build Option 3A. On the north, the bridge approaches would be constructed to tie into the existing I-635 ramps. The profile of the ramp from I-635 to the bridge would be raised to accommodate extension of Argosy Parkway to the east. The right-out exit from Argosy Parkway to northbound U.S. 69 near its intersection with I-635 would be closed.

The loop road under the north end of the bridge would remain open to provide access to the Southern Star gas regulating station on the west side of the Fairfax Bridge.

As with the other Alternative 3 Build Options, an off-travelway bicycle/pedestrian facility would be located on one side of the new bridge to provide continuity with trail systems on both sides of the river. The bridge type and actual location of the bridge piers and abutments would be developed during final design. MoDOT would continue to coordinate the design of the bridge with the USCG, USACE, and both levee districts.

For all three options, the feasibility of keeping one or both of the existing bridges open to traffic during construction would be determined during final design. Depending on final design details and the construction sequencing, MoDOT could close both bridges to expedite construction.

Construction costs for the Build Options under Alternative 3 are shown in the following table. Maintenance costs would be incurred for the No-Build Alternative until a point where the bridges would fall into disrepair.

**Estimated Construction Costs for the Build Alternatives**

<b>Alternatives Considered</b>	<b>Estimated Construction Costs* (2013 dollars)</b>
<b>No-Build Alternative</b>	NA
<b>Alternative 3 – Build Option 3A</b> (Upstream w/Argosy Parkway Realignment)	\$78,350,000
<b>Alternative 3 – Build Option 3B1</b> (On Existing Alignment and Maintain Argosy Parkway Loop)	\$75,900,000
<b>Alternative 3 – Build Option 3B2</b> (On Existing Alignment w/Argosy Parkway Realignment)	\$78,500,000
* Costs include: design engineering, right-of-way acquisition, construction, and minor utility relocation costs. The cost of relocating the major utilities located on both bridges is the responsibility of the representative utility companies.	

## SUMMARY AND CONCLUSION

The study team has designated Alternative 3 (Build Options 3A, 3B1, or 3B2) as the Preferred Alternative to address the condition of both existing bridges and to address the transportation needs within the study area. The Preferred Alternative provides for the construction of a new four-lane bridge within a corridor evaluated in the EA. The corridor would accommodate construction of a new bridge either upstream or on/near the alignment of the existing bridges. The Preferred Alternative would remove both historic bridges, either at the same time or phased as dictated by the proposed design and construction sequence. The Preferred Alternative could also include realignment of the portion of Argosy Parkway as noted, to provide a grade-separated access under the north approach to the new bridge, depending on the Build Option selected.

The Preferred Alternative was identified through consideration of the condition of both existing bridges, existing and future traffic forecasts, assessment of environmental and socioeconomic consequences, technical factors relating to construction costs and user operations, and consideration of agency, stakeholder, and public input. The selection of the Preferred Alternative will not be finalized until substantive comments from resource agencies and from the location public hearing are fully evaluated and addressed.

The environmental impacts associated with any of the Build Options under Alternative 3 would be minimal and similar due to the limited area directly and indirectly affected by the proposed action. Due to the age and deteriorated condition of both bridges, even routine maintenance and major rehabilitation would be very costly and would only serve as a very short-term solution.

### ***Public Involvement and Historic Preservation***

A variety of public outreach efforts have provided opportunities to solicit interest in the historic bridges, but have not resulted in public concerns regarding their removal. Information regarding the historic Fairfax Bridge was included in the presentation given during the agency scoping meeting on November 14, 2012, and in the exhibits displayed during the pre-location public meetings conducted on November 13, 2012. Attendees at each meeting had the opportunity to view information about both bridges and the Section 106 Process. The same information was also provided through the on-line meeting hosted by MoDOT from November 13 through November 29, 2012. Although at that time MoDOT had not made the NRHP eligibility determination for the Platte Purchase Bridge, information for it was also shared at the agency and public meetings.

In conjunction with public involvement and compliance efforts, and with the review and approval of the MoSHPO and the FHWA, MoDOT anticipates marketing the bridges and circulating information about both historic structures' **potential availability for relocation and re-use** to local governments, mayors, private organizations, Mid-America Regional Council (MARC), regional planning commissions, and other potentially interested parties in hopes of identifying a group willing to move, re-erect, maintain, and assume financial responsibility for the historic structures. The Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA), Section 123(f), requires any state proposing demolition of a historic bridge **for a bridge replacement project to "first make the bridge available for donation to a State, locality, or responsible private entity" providing certain conditions are met.** Marketing materials typically distributed include location maps, images, and historic and structural information for the historic Fairfax Bridge (K0456) and Platte Purchase Bridge (A0450). The information will be **also posted to MARC's** website to reach additional parties who may be interested in acquiring the bridge. To date, no party willing to accept the bridge has been identified.